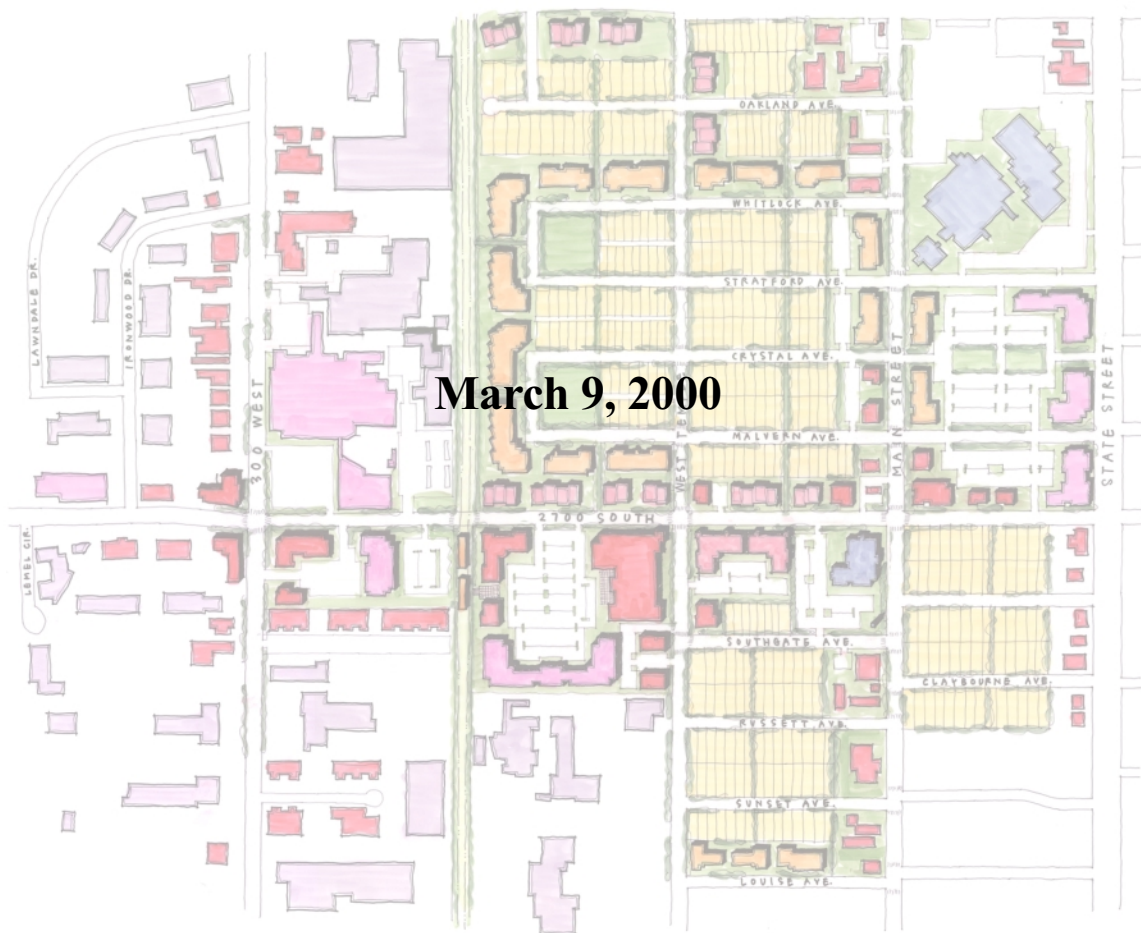


Light Rail Corridor Master Plan

South Salt Lake City



Light Rail Corridor Master Plan

South Salt Lake City

March 9, 2000

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Acknowledgments

Cooper/Roberts Architects would like to thank the following individuals for their valuable time and input in creating this visionary plan.

Linda Campbell
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Nathan Cox
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Bob Gray
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Executive Summary

Introduction

Growth along the Wasatch Front has led to the development and recently expanded mass transit service provided by the TRAX light rail system. This system, which began operation in early December 1999, is now serving a large population of daily commuters throughout the length of the Salt Lake Valley.

A two mile corridor of the light rail system, which passes through South Salt Lake City, may provide new opportunities for employees traveling to the large employment center between I-15 and State Street. It may also introduce new types of development and redevelopment through transit oriented land uses that maximize the potential of this new transportation mode.

Cooper/Roberts Architects with RNL Design was retained by South Salt Lake City to provide input and recommendations as to how the City might maximize its potential throughout the light rail corridor. Specifically the Consultants were directed to propose land uses for each of the current rail stations at 2100 South, 3300 South, 3900 South, and a proposed station at 2700 South, building on existing strengths of the community and expanding on new opportunities.

The design team used a highly collaborative process that focused on considerable community input. This process included formation and close interaction with a Steering Committee comprised of residents, local business leaders, and representatives from city agencies, Planning Commission, and

City Council. It also included extensive community surveying, town meetings, focus groups, and a community design workshop. The results of each of these input processes is summarized in other sections of this document.

Master Plan

The study of each station included preparation of a Master Plan which illustrates existing features, neighborhood amenities, context, and opportunities for growth and redevelopment. Each master plan developed with consideration for several primary goals and objectives including:

- Accommodate Pedestrian Linkages
- Maximize Transit Oriented Development
- Renovate and Redevelop Blighted Areas
- Reinforce and Expand Existing Neighborhood Fabric
- Create Open Space Networks
- Promote Economic Development

Key points of interest and priorities were developed to help guide implementation. These are described in greater detail in the Master Plan section of this document. Key considerations can be summarized as follows:

2100 South

- Develop landscaping and unique character around the 2100 South TRAX station, including pedestrian linkages to surrounding developments.
- Develop a higher density, transit oriented retail center zone near the light rail station, to reinforce existing retail

activity along 2100 South, particularly in the vicinity of 300 West.

- Redevelop existing blighted housing areas with consideration of infill, mixed-use commercial/retail/residential type developments.
- Create upgraded and expanded business park along 400 West near 2100 South.

2700 South

- Develop landscaping and unique character around the (proposed) 2700 South TRAX station, including pedestrian linkages to surrounding developments.
- Provide streetscape improvements along 2700 South to promote pedestrian activity, and establish neighborhood identity.
- Develop neighborhood commercial center with small, neighborhood oriented business, stores and shops.
- Reinforce residential neighborhood with infill housing in industrial and blighted areas, and create neighborhood parks and trail linkages.
- Expand redevelopment opportunities for medical commercial plaza in vacant and underdeveloped property south of the hospital, including opportunities for assisted living and elderly housing types.

3300 South

- Develop landscaping and unique character around the 3300 South TRAX station, including pedestrian linkages to surrounding developments.
- Create urban nodes at major intersections, and increase landscaping buffers and streetscape improvements along 3300 South to promote pedestrian

activity, and enhance the urban edges.

- Create a transit oriented zone near the rail station with opportunities to expand retail and entertainment activities already prevalent along the 3300 South corridor, and to intensify transit oriented land use and encourage mixed use development near the rail station.
- Expand the commercial and hotel district at 3300 South near I-15.
- Use opportunities to expand infill housing and explore new housing types to reinforce small island communities.

3900 South

- Develop landscaping and unique character around the 2100 South TRAX station, including pedestrian linkages to surrounding developments.
- Provide streetscape improvement along 3900 South to promote and enhance pedestrian activity and connection to other amenities such as the County Park, the proposed Salt Lake Community College vocational campus, and surround residential communities.
- Explore opportunities to provide a pedestrian bridge to connect to the residential communities on the west side of I-15.
- Expand retail/commercial district, especially office oriented and mixed use commercial activities to reinforce existing employment centers.
- Reinforce residential uses with expanded housing opportunities and high-quality mixed-use housing developments.
- Explore opportunities to connect 300 West with a below grade rail crossing, and to expand economic opportunities

Executive Summary

by relocating heavy industrial uses, and replacing with more compatible corporate campus types.

Quality Growth Analysis

The quality growth analysis section summarizes some of the key findings and explores opportunities within rail corridor zone. It provides recommendations for implementation strategies, and establishes a framework for prioritizing future development and redevelopment.

The Quality Growth Commission has provided significant matching funding for this planning process, and will continue to be a partner for future implementation that follows strategies for positive change.

Quality growth issues include:

- Transit Oriented Development
- Affordable Housing
- Brownfield Sites
- Blighted Areas
- Open Space
- Mixed Land Use
- Cost and Locations for Infill Projects
- Access to Stations
- Impacts to Infrastructure
- Private Development Incentives
- Water/Air Quality
- Zoning/Land Use

A summary of recommendations and strategies is included for each of these criteria at each station location.

Economic Impact

The economic analysis summarizes key finding for expansion of economic opportunities. It includes detailed demographic information regarding residential population, employment base, with future growth projections and potentials for specific residential and commercial land uses identified in the Master Plan.

Conclusions & Recommendations

The information presented in this document clearly illustrates the potential for the rail corridor district, and outlines some prioritized strategies to bring about positive changes and improvements to the community. The plans illustrated in this document are intended as a statement of vision, and not necessarily as a specific plan for development patterns.

The Consultants strongly encourage the City of South Salt Lake to continue to move forward with plans to implement the improvements suggested in this document, and to work closely with residents, business owners, property owners, and developers to bring about these changes in a mutually beneficial manner.



Introduction

Project Overview

Background

South Salt Lake City, like many Wasatch Front communities, is experiencing tremendous change with the rapid population growth in the region. In response to growth trends and growing demand for transportation options, Utah Transit Authority has begun the operation of the first segment of a new light rail system serving the Salt Lake County area. The rail system runs almost the full length of the valley, including a two mile corridor through South Salt Lake.

The three transit stations in South Salt Lake city limits (south side of the intersection at 2100 South, north side of the intersection at 3300 South, and north side of the intersection at 3900 South) will provide the community with new opportunities for development and redevelopment. Recent light rail projects in other cities across the western United States have shown how interest and speculation in land immediately adjacent to rail transit can have a dynamic effect on areas that have traditionally been neglected or under-utilized near industrial railways.

This planning effort, funded through grants from the Utah Transit Authority and the Quality Growth Commission, will allow South Salt Lake to explore these new opportunities. The recommendations and conclusions in this document are based on a sound planning and urban design framework. These will become tools to assist the City in utilizing the dynamic political and economic forces to create positive influence on the changes experienced by the community.

Existing Conditions

The light rail corridor is located on an active freight line. Through careful planning and negotiation, the Utah Transit Authority has been able to develop a rail transit system with minimized infrastructure and land acquisition costs to serve the transportation needs for many residents in the Salt Lake Valley. The corridor through South Salt Lake City is largely industrial in its adjacent land uses. The use patterns established by industrial development have resulted in a corridor that is mainly service-access oriented. This leaves little or no visual connection to the surrounding community for what will be a very large population traveling through and to South Salt Lake via the light rail on a daily basis.

The rail corridor is intersected at four major points in South Salt Lake City: 2100 South, 2700 South, 3300 South, and 3900 South. Secondary crossings exist, but are discouraged by its current transit use. All of the major intersections except 2700 South have transit stations. A station at 2700 South is being considered, but will not be constructed until there is sufficient demand to justify the cost of the new location, which by current rail usage appears to be eminent.

Surrounding each of the transit sites are parcels of undeveloped or under-utilized land that have potential for transit oriented design and development. Such development would take advantage of many of the positive amenities that light rail and mass transit afford to a growing constituency of transit users.

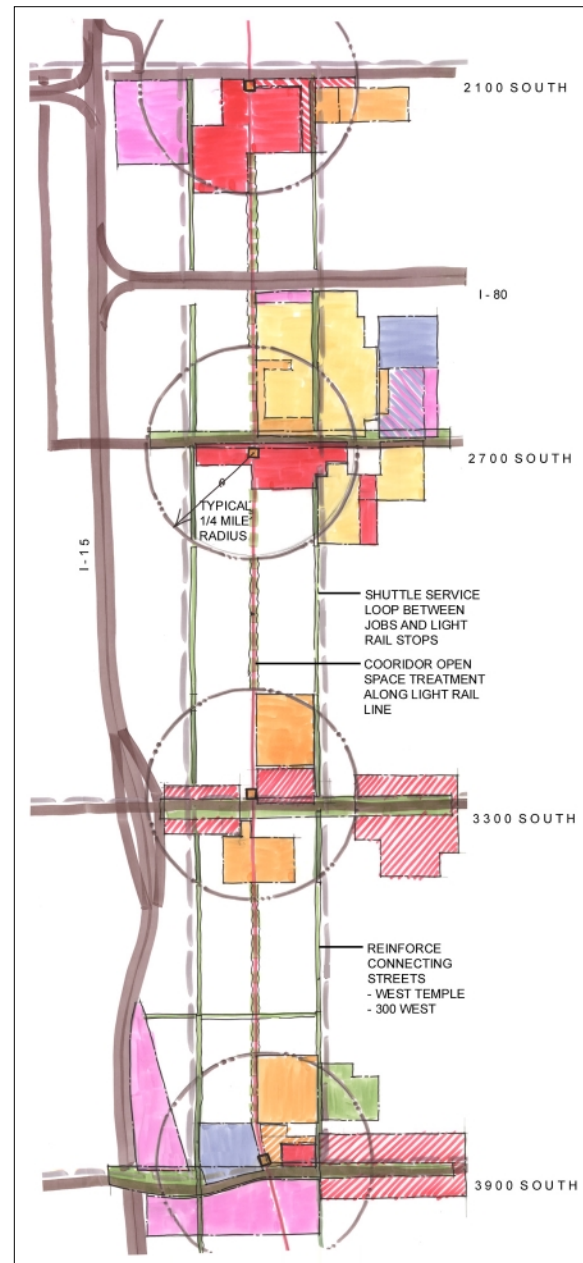
In addition to the common elements of the rail stations (and potential rail station at 2700 South) and available land at each station, each location also has unique characteristics and amenities that can be strengthened and enhanced through appropriate planning.

2100 South has a major regional shopping center developing around 300 West, with smaller business parks to the south of that intersection, and small professional, automotive, and service oriented businesses along 2100 South.

The rail intersection at 3300 South is in fairly close proximity to major entertainment centers: the recently constructed Century Movie Theaters, and executive golf course and practice area, as well as restaurants and hotels that could form the basis for a major entertainment and recreation district.

The area around 3900 South was recently annexed from the County, and still maintains a rural characteristic with larger, single family lots in some of the small, adjacent neighborhoods. The county park is an amenity that is under-utilized with no strong linkages to adjacent neighborhoods. The Salt Lake Community College Diesel Trades expansion immediately to the west will provide a new component and may open up opportunities for shuttle access to the college. The 3900 South site is also a major hub station for Utah Transit Authority, and has a major park and ride facility with expansion opportunities, particularly for structured parking in conjunction with new commercial development.

The 2700 South site does not have immediate plans for a transit station, but has considerable potential given the high volume of commuter traffic to major employment centers near 2700 South on both sides of I-15, and the existence of viable neighborhoods to the east of the rail corridor with residential zoning still intact.



Overall Corridor Plan

Introduction

Planning Process

Throughout the design process, several methods were utilized to receive and incorporate public input. Each of these methodologies and outcomes are highlighted as follows.

Steering Committee

Early in the process, a Steering Committee was organized to oversee and provide input in the overall process for the duration of the project. The Steering Committee is comprised of representatives from the following key stakeholder groups:

- Community Councils
- Planning Commission
- Planning Department
- Economic Development Department
- Housing Department
- Chamber of Commerce
- Utah Transit Authority

This group provided key input early on to help establish the project scope and process, and will continue to support the project through approval and implementation.

Key objectives identified by the Steering Committee included:

- Create opportunities for stabilized housing
- Take advantage of good timing to generate interest with rail grand opening
- Identify new zoning types as an implementation tool
- Identify specific areas for development and redevelopment
- Identify and enhance neighborhoods

- Utilize art-in-transit programs to enhance the environment around stations
- Create unique character at each transit station
- Consider accessibility issues
- Promote and enhance UTA service to neighborhoods
- Explore economic and other benefits of redevelopment to the community

The Steering Committee actively participated in a four day on-site planning workshop. The workshop was a vehicle to intensively focus on the issues and opportunities with continual feedback and response. The illustrative plans presented in this document were a direct result of this intensive planning effort.

Community Town Meetings

Under the direction of the city staff, multiple town meetings were organized to gather input from a broad section of the community with regard to specific issues at each transit station.

Invitations went throughout the entire community through utility bill notices, and multiple meeting times were provided to allow for scheduling conflicts.

Three specific issues were addressed in these key meetings: land uses, site characteristics, and quality of environment. These issues were addressed specifically for individual transit station locations based on preference by attendees (there was not enough time or interest to spend on all three issues for all four sites, but over the period

of three meetings, all issues and sites were discussed). Approximately thirty residents participated over the three days.

Based on follow-up evaluation and recording of comments, the following major recurring elements or themes were heard:

Land Uses

- Retail District at 2100 South
- Entertainment District at 3300 South
- Office Park/Employment District at 3900 South
- Mixed Residential & Light Retail Throughout
- Public Open Space

Site Characteristics

- Generous Landscaping/Shade Trees
- Ample Security Lighting
- Articulated, Signalized Pedestrian Crossings for Safety
- Site Furnishings
- Well-defined, Separated Pedestrian & Bicycle Paths
- Clear Signage
- Wheelchair Access
- Harmonious Design Characteristics at Each Station
- Good Neighborhood Connections
- Public Art around Transit Stations
- Public Rest Rooms

Quality of Environment

- Pedestrian Safety in Auto/Transit Environment
- Well Lighted and Highly Visible for Security
- Landscaped Setting
- Comfortable and Attractive to Pedestrians

- Minimize Automobile Requirements & Impacts
- Well-defined Streetscapes
- Minimize Noise Impact
- Mix of Development Sizes – Human Scale

Public Opinion Surveys

A public opinion survey was distributed door-to-door to residents and businesses located in the corridor study area (two blocks on either side of the tracks). The surveys provided further reiteration of the previous issues, and also reinforced the idea of positive economic development and renovation of blighted buildings throughout the study area.

Focus Groups

A focus group was held with business owners and operators in the rail corridor study area to determine the level of support for access to and from the rail as a potential amenity to local businesses. There was strong support for transit at a number of businesses present, who saw the rail as a potential commuter system, and an opportunity to reduce traffic congestion and overall on-site parking demand.

There were several business owners who indicated they may consider employee incentive programs to utilize the expanded mass transit options.

Master Plan

Overview

This section contains information and drawings illustrating development potential at each of the three existing light rail stations in South Salt Lake, at 2100, 3300, and 3900 South, and a potential future station at 2700 South. While there are many common elements at each station, there are also numerous unique opportunities which can be explored to enhance the community and take advantage of new opportunities for development and access which the light rail corridor affords.

Each transit station environment is shown in an Illustrative Plan, with written notes and comments describing major features and elements of the plan.

Following the illustrative plan is a series of development priorities which can serve as development guidelines to bring about positive changes in each rail corridor area.

Generally, the priorities follow a sequential order to accomplish short and long term goals. These goals can be summarized as:

- Accommodate Pedestrian Linkages
- Maximize Transit Oriented Development Potential
- Redevelop or Renovate Blighted Areas
- Reinforce and Expand Existing Neighborhood Fabric
- Create Open Space Networks
- Promote Economic Development

Master Plan

2100 South Illustrative Plan

High density, mixed-use commercial center.

Existing light rail station.

Proposed new commercial office park in blighted industrial area.

Commercial pedestrian mall.

Future light rail station (West Valley City spur).

Proposed new housing development in blighted area.

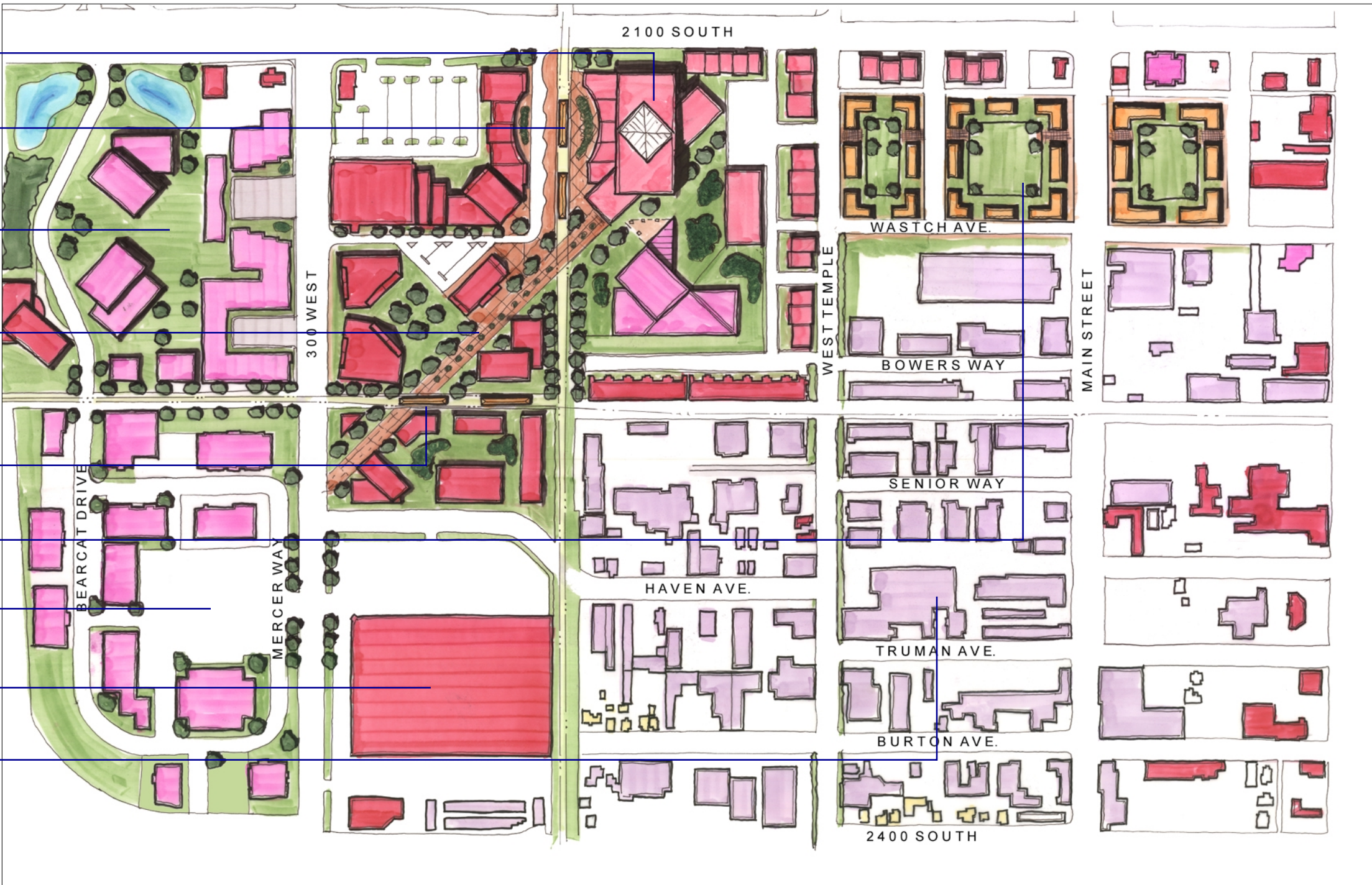
Existing business park.

Existing retail center

Existing industrial business district.

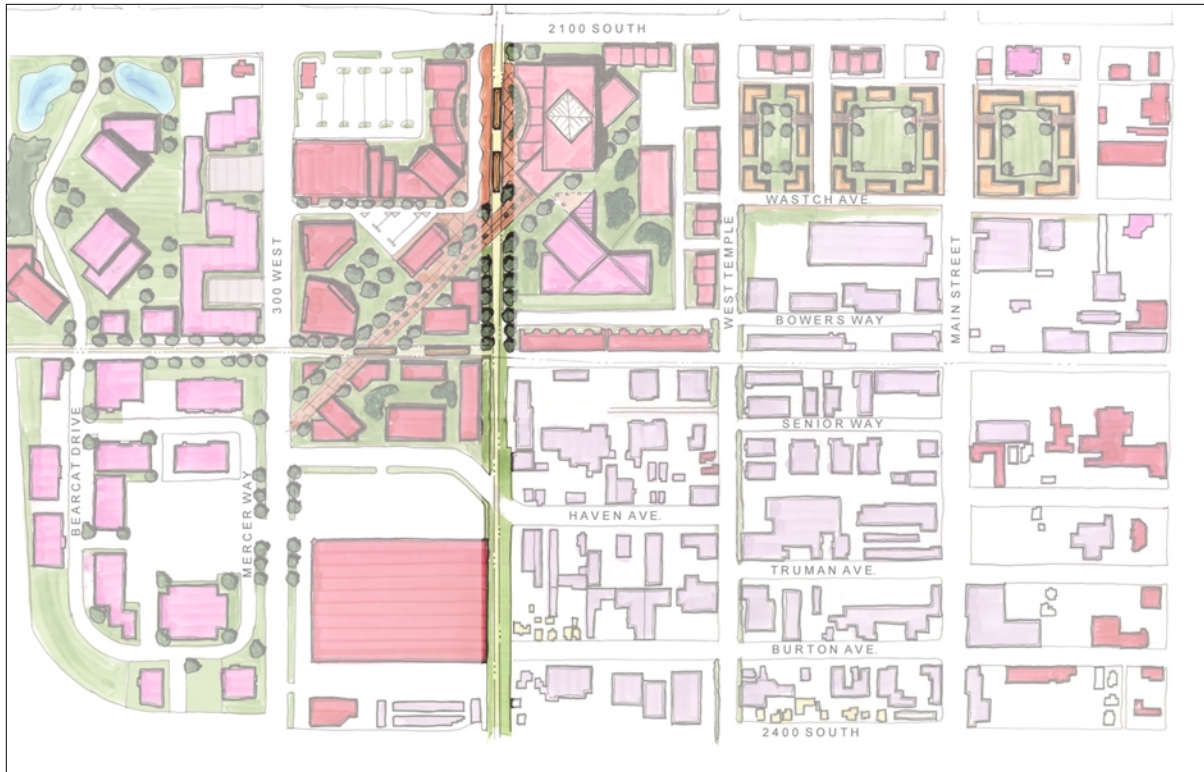
Legend

- Commercial Retail
- Commercial Office
- Mixed-Use
- Industrial/Light Manufacturing
- Transit Stations
- Multi-Family Housing
- Single-Family Housing
- Civic or Institutional



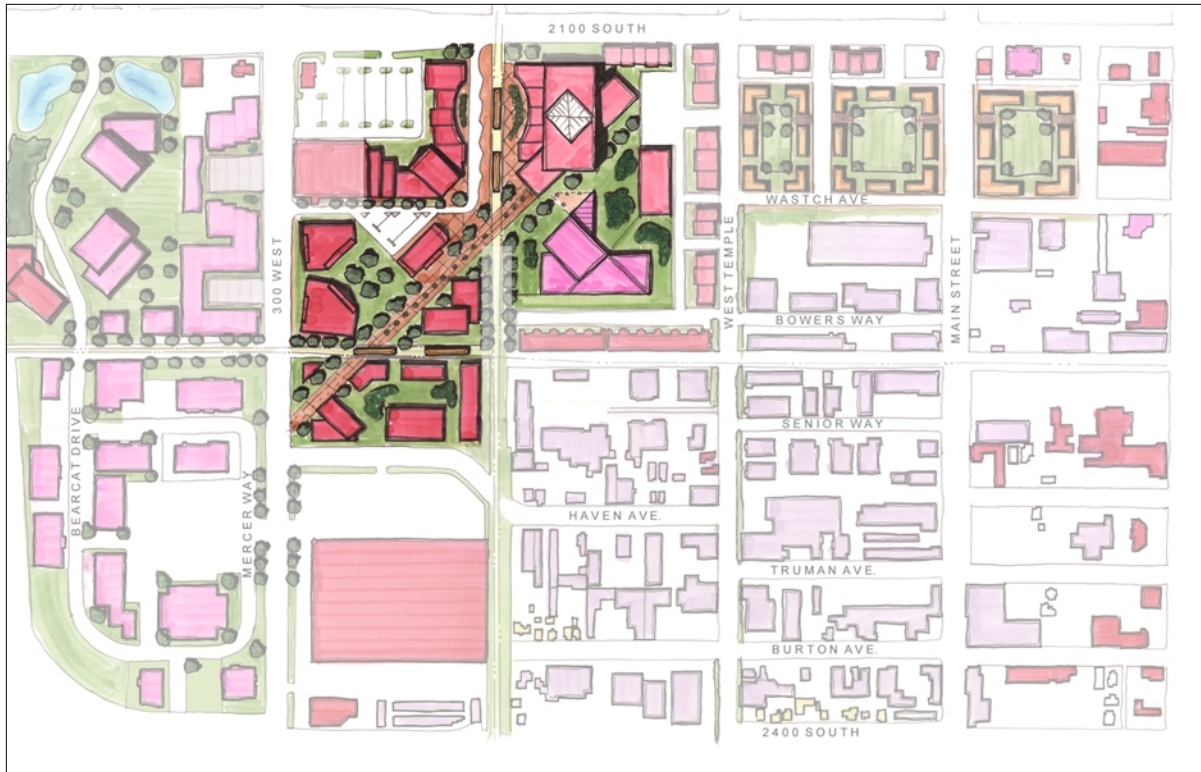
Master Plan

2100 South Development Priorities



1 – Light Rail Corridor Development

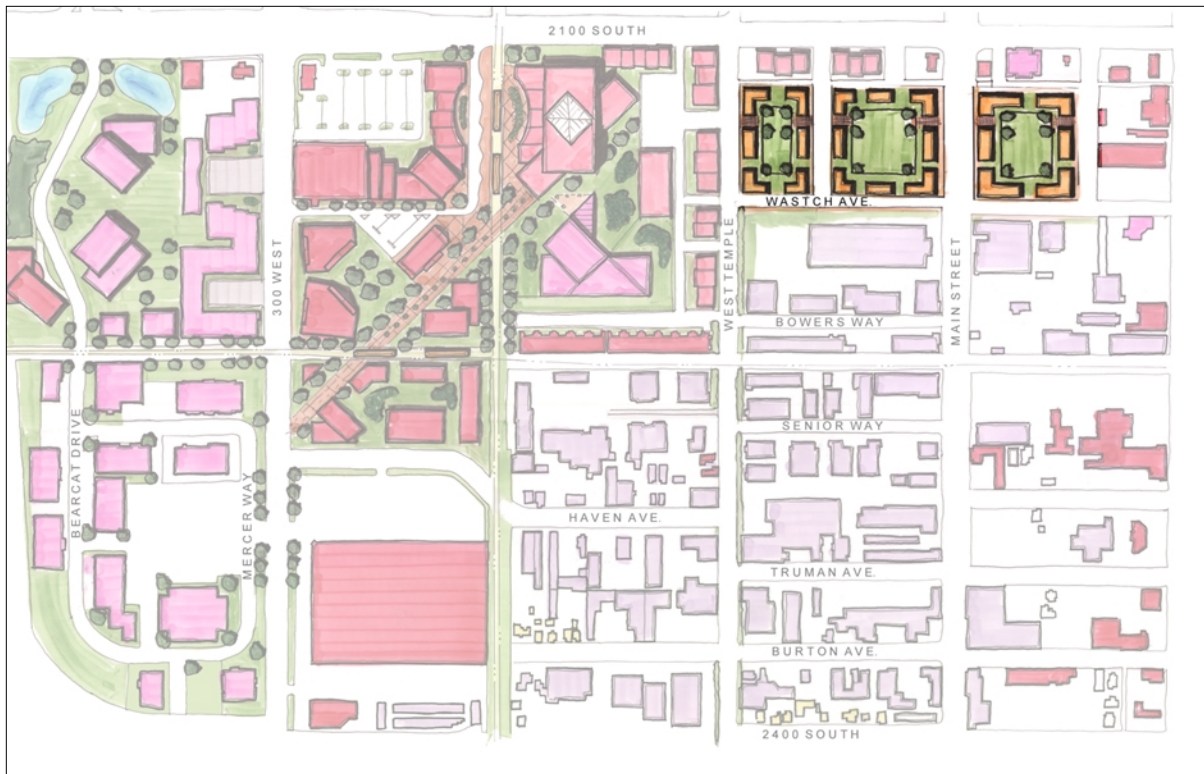
A public parkway along the north-south light rail line connects the uses around the station, allowing for shorter distances for pedestrians to walk. A bicycle trail can also be developed along the rail line to connect the stations and to extend the trail system of the Salt Lake Valley. Landscaping will be used in the light rail corridor to alert the passengers of the light rail that the train is approaching a station, and to improve the visual distinctiveness of South Salt Lake City.



2 – High Density TOD Zone

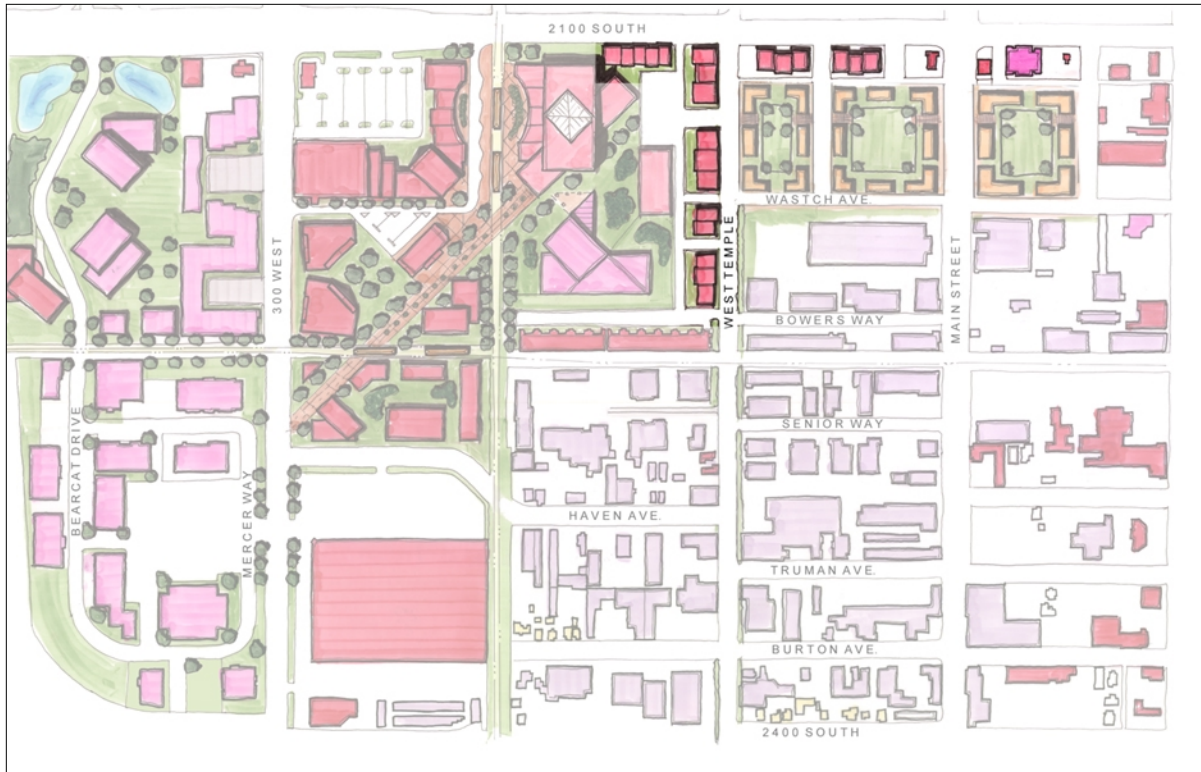
High density mixed use commercial, retail, and residential development adjacent to the station to allow for the maximization of pedestrian travel. This area will link the north-south light rail line with potential future east-west light rail line spur to West Valley City. Within this development, surface parking will be minimized to allow for green space between the buildings and uses.

Master Plan



3 – Infill Mixed-Use Development

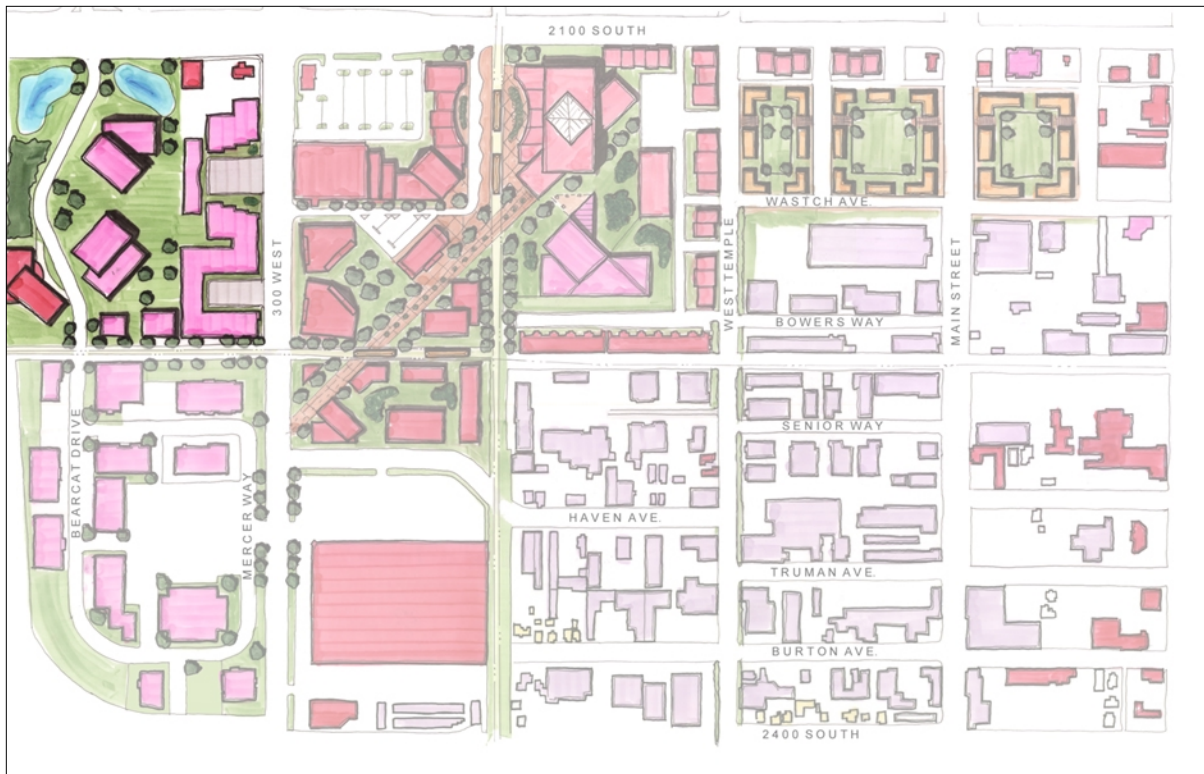
Medium density mixed-use housing and commercial located along 2100 South and into blighted and eroded residential areas. Large amounts of green space will provide connectors to the different buildings and also to the light rail station.



4 – Mixed-Use Development

Mixed use development with retail at the street level and office or residential on the upper floors along 2100 South and the perimeter of higher density development around the light rail station. Surface parking will be minimized to allow for a greater amount of green space between buildings and uses.

Master Plan

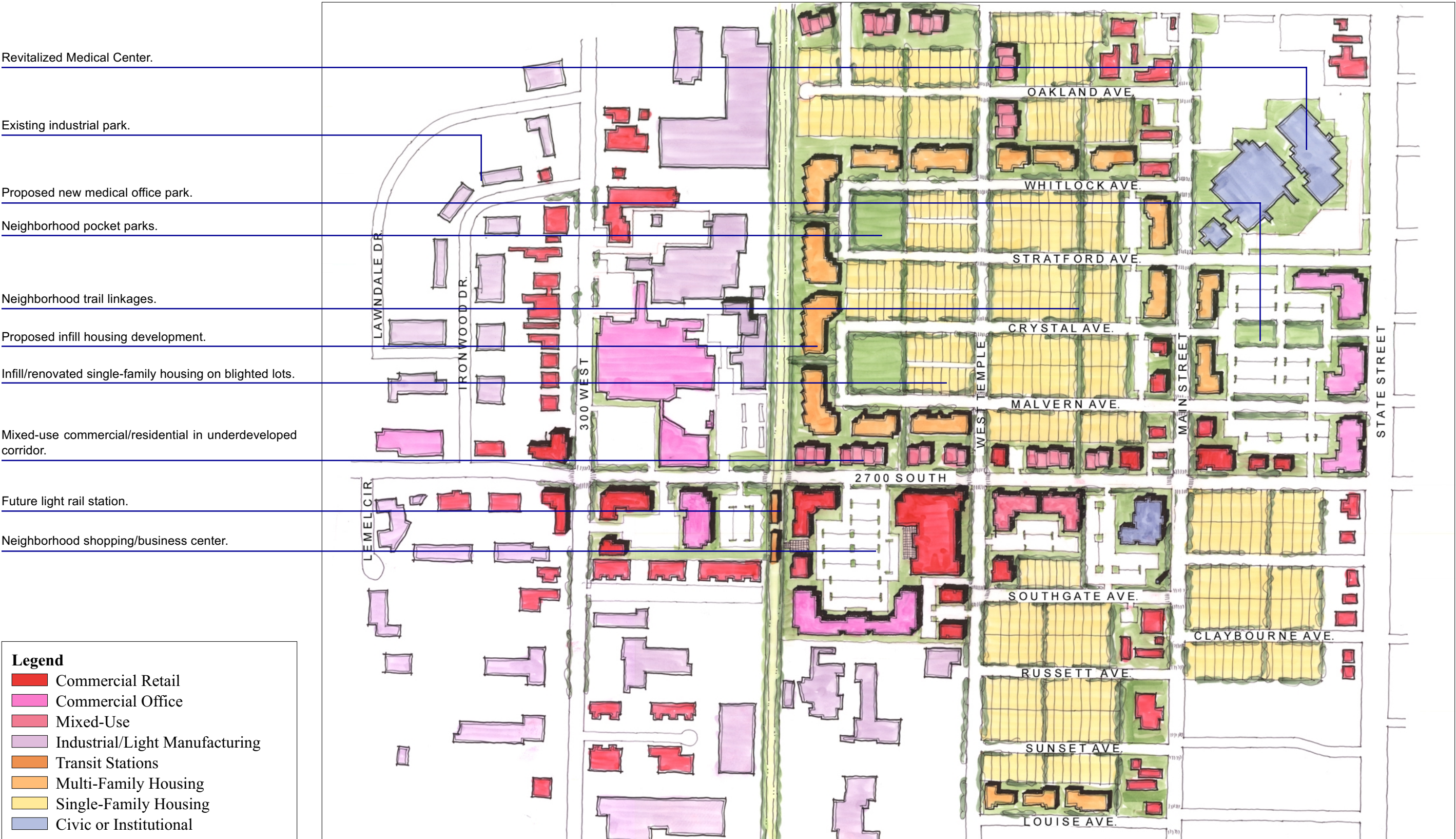


5 – Infill Commercial Development.

This commercial development will have visual access from the freeway and is adjacent to the off ramp and within a 1/4 mile radius of the light rail station. Parking garages will allow for green space between the buildings which will help to enhance this gateway into South Salt Lake.

Master Plan

2700 South Illustrative Plan



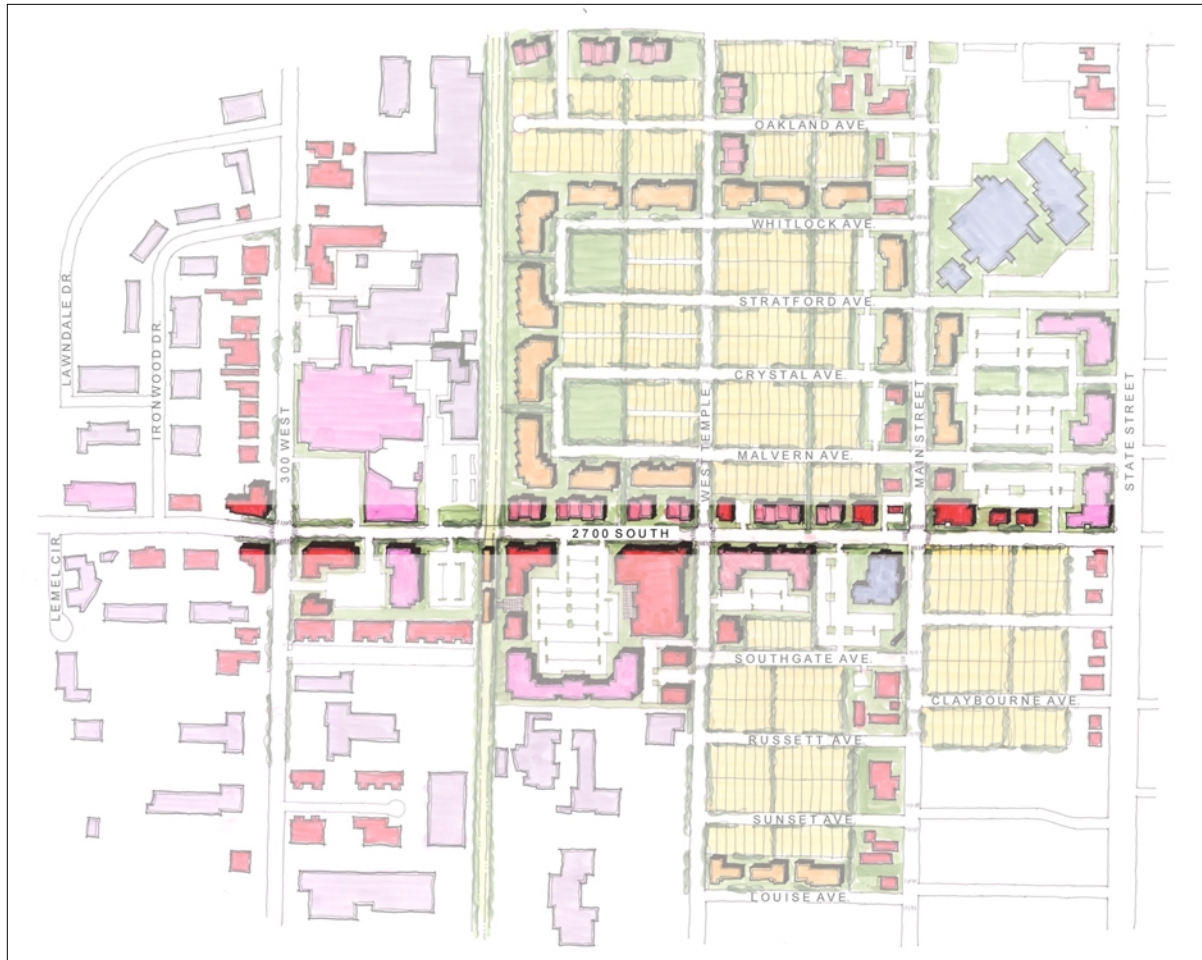
Master Plan

2700 South Development Priorities



1 – Light Rail Corridor Development

A public parkway along the north-south light rail line connects the uses around the station, allowing for shorter distances for pedestrians to walk. A bicycle trail can also be developed along the rail line to connect the stations and to extend the trail system of the Salt Lake Valley. Landscaping will be used in the light rail corridor to alert the passengers of the light rail that the train is approaching a station, and to improve the visual distinctiveness of South Salt Lake City.



2 – Streetscape Improvements

Streetscape improvements to 2700 South. Continue the sidewalks and tree colonnade to connect the residential and commercial district to the light rail station.

Master Plan



3 – Neighborhood Commercial Center

Medium density mixed-use commercial, retail, and residential development adjacent to the station to allow for the maximization of pedestrian travel. Within this development surface parking should be balanced to allow for green space between the building and uses.



4 – Residential Infill Development

Preservation of residential district. Infill housing throughout this district, removing nonresidential uses. Create green spaces in the forms of neighborhood parks, parkways, paths, and streetscaping. Allow for medium density owner-occupied housing developments on the edges of this district.

Master Plan



5 – Medical Development

Utilize Redevelopment Area to revitalize the district to the south of the hospital. Creation of a compatible medical district which will include medical offices, assisted living center and supporting facilities. Orient the new development to help create a boundary for the protection of the residential district.

Master Plan

3300 South Illustrative Plan

Infill/renovated single-family housing on blighted lots.

Infill housing development in blighted areas.

Existing industrial district.

Infill housing complex.

Existing light rail station.

Infill commercial development on underutilized lots.

High density, mixed-use development.

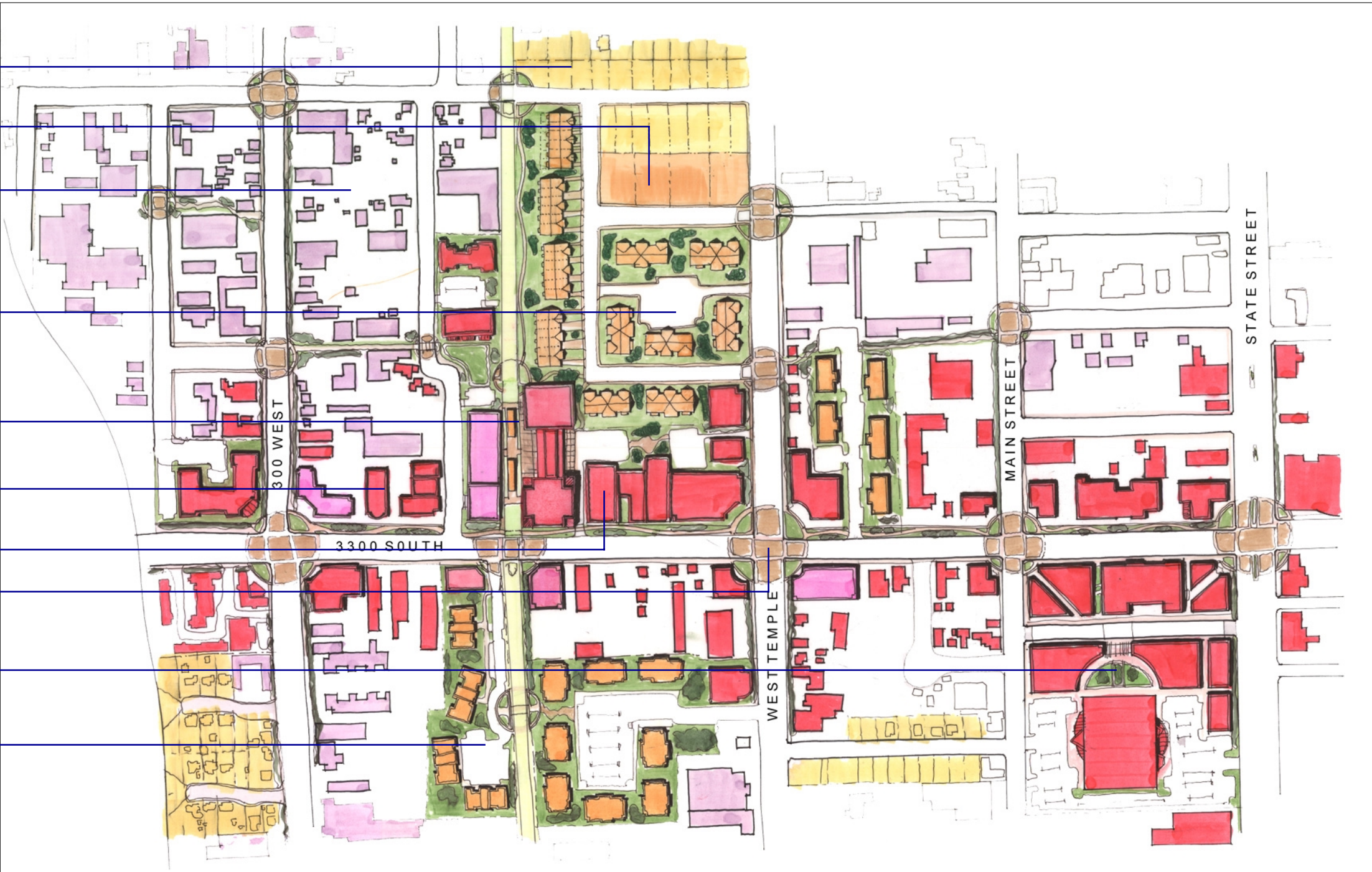
Articulated gateway intersections and pedestrian ways.

Regional shopping center/entertainment complex.

Infill housing development on underutilized lots.

Legend

- Commercial Retail
- Commercial Office
- Mixed-Use
- Industrial/Light Manufacturing
- Transit Stations
- Multi-Family Housing
- Single-Family Housing
- Civic or Institutional



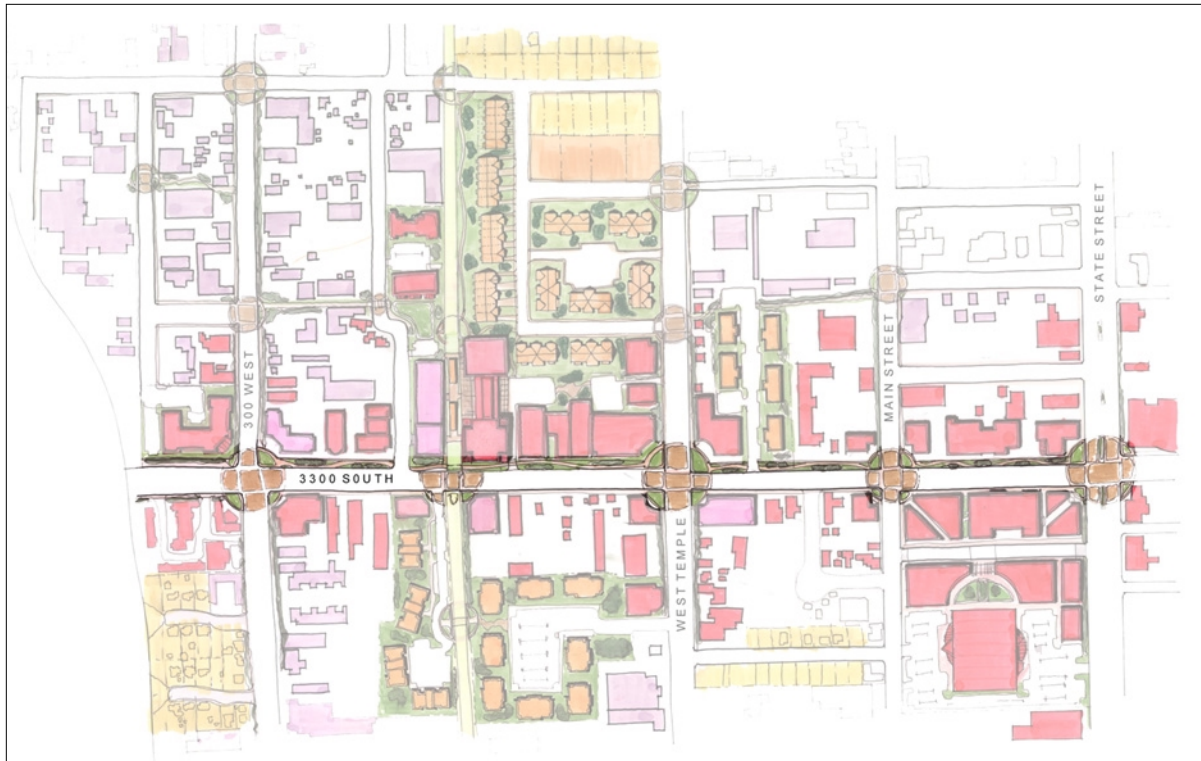
Master Plan

3300 South Development Priorities



1 – Light Rail Corridor Development

A public parkway along the north-south light rail line connects the uses around the station, allowing for shorter distances for pedestrians to walk. A bicycle trail can also be developed along the rail line to connect the stations and to extend the trail system of the Salt Lake Valley. Landscaping will be used in the light rail corridor to alert the passengers of the light rail that the train is approaching a station, and to improve the visual distinctiveness of South Salt Lake City.



2 – Streetscaping/Pathway Development

Streetscape improvements to 3300 South. Continue the sidewalks and tree colonnade to connect the various district to the light rail station, which will create a more pleasant environment for both pedestrians and motorists.

Master Plan



3 – High Density TOD Zone

High density mixed-use commercial, retail, and residential development adjacent to the station to allow for the maximization and ease of pedestrian travel. Within this development, surface parking should be minimized to allow for green space between the building and uses. Uses that will attract people to the area and/or provide a quick and easy service to the commuter should be pursued.



4 – Commercial / Hotel District

Commercial / hotel district. The proximity to the freeway, light rail, and Salt Lake City make this a prime location for office and retail expansion. Hotels can also benefit because of the proximity to the freeway.



5 – Infill Housing Development

Medium density owner-occupied housing units in the areas near the light rail station. The densities should step down as they approach the single family housing districts to create a smooth transition of uses. Single family housing districts should be preserved and incentive renovation programs used to improve the condition of existing housing stock.



6 – Open Space Network Development

Create an open space network of parkways and greenways to provide better connections and to create more livable communities.

Master Plan



7 – Entertainment/Retail District

Retail / entertainment district. This space can incorporate additional movie theaters, restaurants, and destination-oriented retail. Create visual cues to direct the pedestrian and automobile to the district.

Master Plan

3900 South Illustrative Plan

Existing juvenile detention facility.

Existing industrial district.

Existing low-income housing complex.

Proposed infill housing development

Existing county park.

Proposed office park in underutilized area.

Existing light rail station.

Salt Lake Community College Diesel Trades Expansion (in development).

300 West realignment.

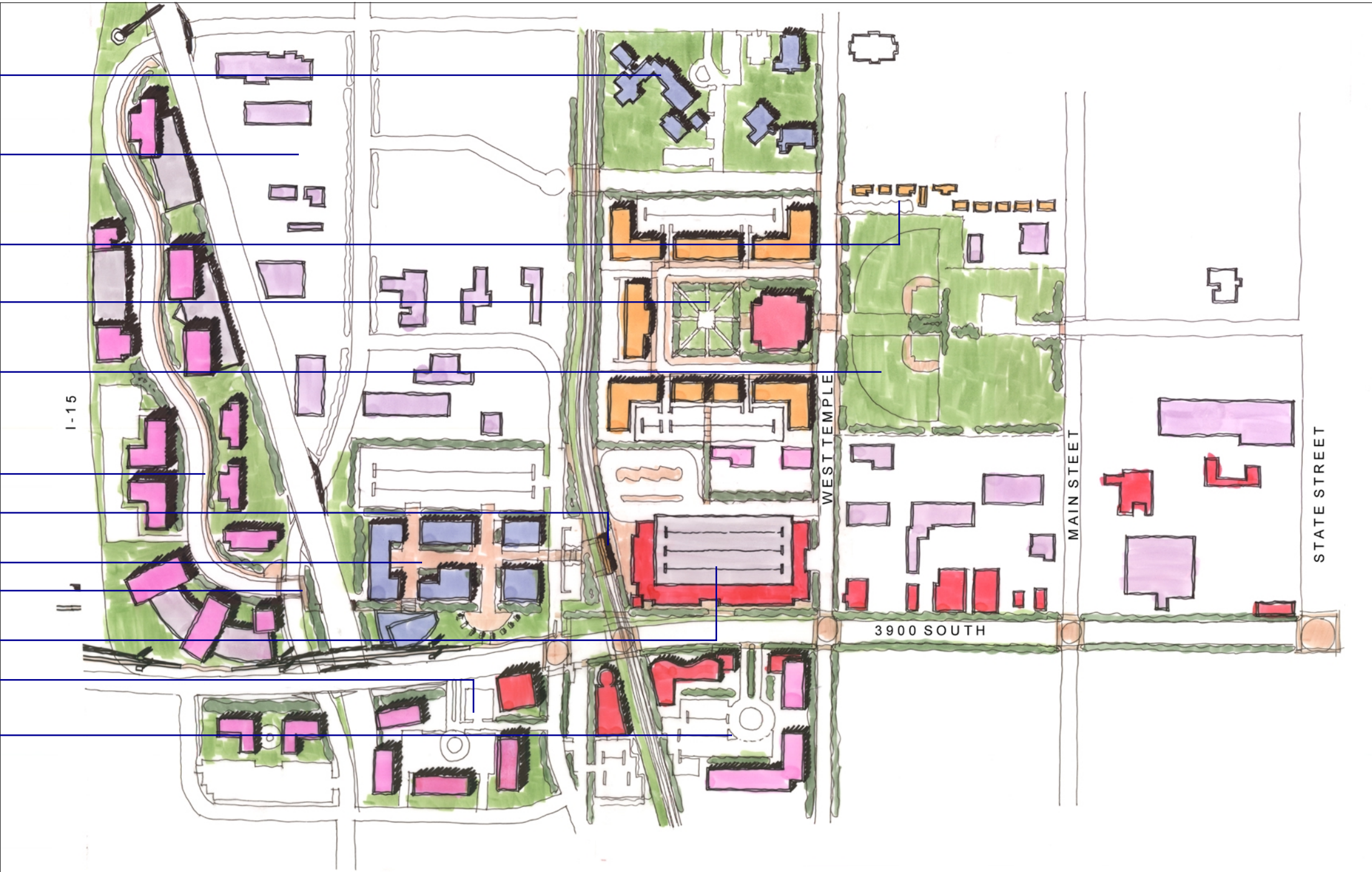
High density, mixed-use development on under-utilized lot.

Future business park (County).

Future business park (County).

Legend

- Commercial Retail
- Commercial Office
- Mixed-Use
- Industrial/Light Manufacturing
- Transit Stations
- Multi-Family Housing
- Single-Family Housing
- Civic or Institutional



Master Plan

3900 South Development Priorities



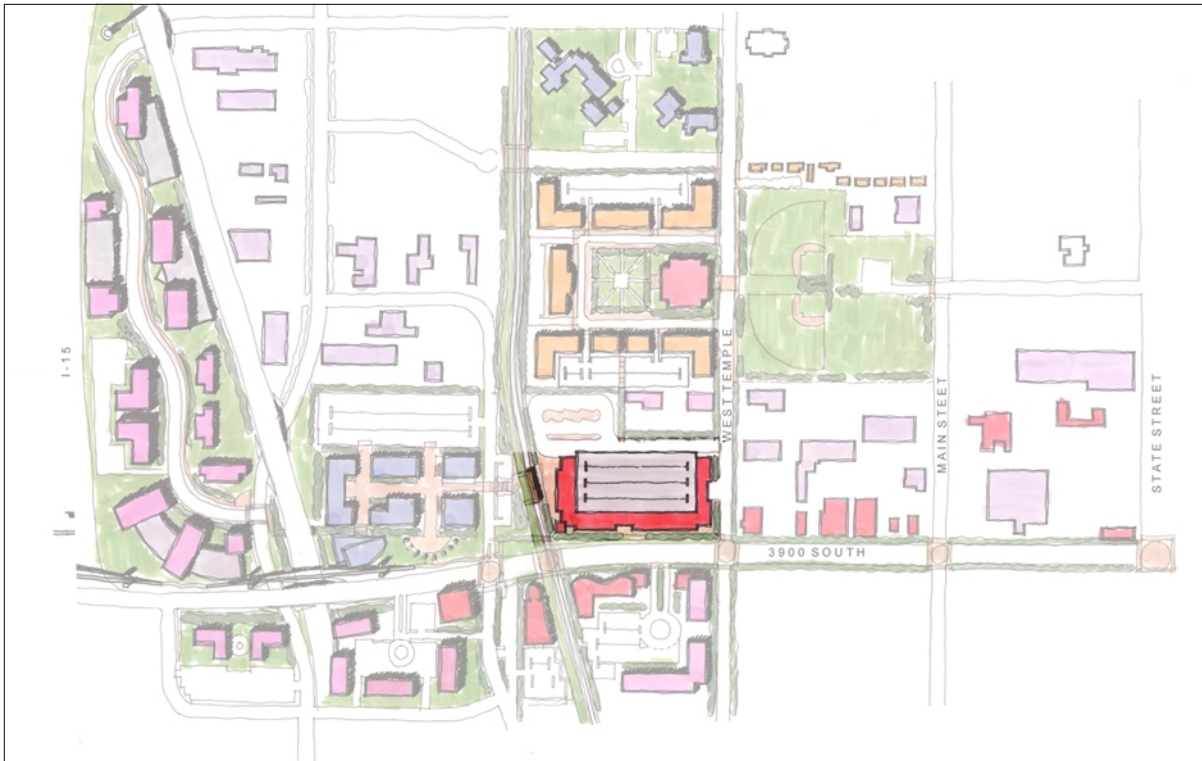
1 – Light Rail Corridor Development

A public parkway along the north-south light rail line connects the uses around the station, allowing for shorter distances for pedestrians to walk. A bicycle trail can also be developed along the rail line to connect the stations and to extend the trail system of the Salt Lake Valley. Landscaping will be used in the light rail corridor to alert the passengers of the light rail that the train is approaching a station, and to improve the visual distinctiveness of South Salt Lake City.



2 – Streetscape Improvement

Streetscape improvements to 3900 South. Continue the sidewalks and tree colonnade to connect the various districts to the light rail station, which will create a more pleasant environment for both pedestrians and motorists.



3 – High Density TOD Zone

High density mixed-use commercial, retail, and residential development adjacent to the station to allow for the maximization and ease of pedestrian travel. Within this development, surface parking should be minimized to allow for green space between the building and uses.



4 – Community College Development

Development of Salt Lake Community College Diesel Trades extension campus. Links to light rail station from the west, and potential development of circulator shuttle system to provide access from light rail station and diesel trades to Redwood Road campus for students and faculty.



5 – Neighborhood Linkages

Pedestrian bridge over the freeway and freight railroad lines. This may occur in many different form, but the idea is to create a pedestrian connection from the light rail station and commercial district opportunities to the large residential developments to the west of the freeway.



6 – Retail/Commercial District

Retail and commercial district. Strengthen this district by emphasizing businesses that can meet the needs of the surrounding residential neighborhoods, the community college, and the potential of the new business park. Balance parking to allow for streetscaping and landscaping between buildings and uses.



7 – Residential Infill Development

Medium density owner occupied housing units to create a transition between residential areas and other uses. Green space is to connect the various buildings with the light rail station.



8 – Corporate Campus

Create new high tech/light industry corporate campus. Good visual connection to the freeway and enough space to attract a large corporation. Use large amounts of green space to create a pleasant environment and connect to the light rail system with landscaped parkway.

Quality Growth Analysis

Overview

What is Quality Growth?

Quality Growth is the process by which the South Salt Lake community will meet the challenges of a population that is growing and changing demographically while maintaining and improving the quality of life for its residents. Primary characteristics of quality growth include:

- Providing and safe and secure environment for residents to live, work and play
- Providing housing types for a wide range of families and individuals, and income levels
- Providing a variety of employment opportunities for residents to work within the community
- Providing a strong economic base for community investment through successful business ventures that generate income for the community
- Providing a variety of mobility and transportation options
- Providing for wise and efficient use of public funds that maximize the value of infrastructure and public service investments

These primary characteristics have been developed based on input from the community throughout the planning process. Secondary characteristics of quality growth that are being addressed by surrounding communities also may include: enhancing air quality; preserving critical lands including agricultural, recreational and public open space; and conserving and maintaining availability of water resources. These secondary items were addressed in consider-

ation of the impact of local planning on regional community issues, but were not specifically noted as growth issues during the master planning process.

Quality Growth Considerations

The following considerations are specifically addressed as part of this master plan:

- Quality Growth Study Area
- Transit Oriented Development
- Housing Opportunities
- Brownfield Impacts
- Blighted Neighborhoods
- Open Space
- Mixed Land Use
- Infill Development Costs
- Access to Public Transit
- Impacts on Infrastructure
- (Re)Development Incentives
- Water and Air Quality
- Zoning and Land Use

Quality Growth Analysis

2100 South

Quality Growth Study Area

The quality growth study area includes two blocks in each direction—approximately a 1/4 mile radius—around the existing 2100 South light rail station.

Transit Oriented Development

This station will be a major focal point for public transportation in South Salt Lake City. Future development of light rail could include light rail stations for north-south and east-west lines, a city bus transfer point, and a major park and ride facility. With the potential high volume of multi-modal traffic exposure of the area, the development proposal is for higher density, multistory, mixed-use developments adjacent to the station. Such development would include much higher density residential and commercial developments than currently exist, within walking distance of the station. Development immediately around the rail stations would optimally face the rail corridor, and integration of an outdoor transit plaza may provide opportunities for numerous outdoor activities.

Affordable Housing

The community is currently saturated with lower-income rental units. A major challenge for the area is to reinforce and strengthen what remains of existing neighborhoods, and provide a more stable housing base. Where single-family dwellings still exist, low-interest loans and other incentive programs for renovation and remodeling may halt the further neighborhood decay.

Where land values have risen well above the limit to support affordable single-family dwellings as a viable redevelopment and infill option, the area could support a number of attached dwelling type alternatives. Mixed-use developments especially, with commercial components to help amortize the overall development cost, would help keep the residences in a more affordable range. Owner-occupied dwellings are preferable where feasible, especially units that fall in the market range for employees who work in the area, thereby encouraging people to live and work in the community. This would help alleviate traffic congestion by private vehicles, and may also help increase stability among residents.

Brownfield Sites

There are no brownfield sites identified within the study area.

Blighted Areas

Blighted areas are prevalent, especially in former neighborhoods that have been mostly eroded by commercial and light industrial development. These areas should be part of an initial focus for redevelopment.

Open Space

Public open spaces are nonexistent in this study area. Redevelopment strategies should incorporate small pocket parks, streetscape improvements, and a trail network to help satisfy the need for a network of such spaces. Corridor enhancements along the rail line itself—including at a

minimum landscaping buffers and potentially a parallel bicycle/pedestrian trail system—could be a starting point.

Mixed Land Use

Mixed land uses are encouraged, and several options are described more fully under the Transit Oriented Development and Affordable Housing headings.

Cost and Locations for Infill Projects

Since all areas within the study area are currently developed, infill is an important component to changing development patterns around the light rail stations. With the right tools and incentives, infill and redevelopment in these areas is feasible. Successes in other light rail communities suggest a reasonably profitable return on investment for this type of development.

Access to Stations

Currently all stations in South Salt Lake City can be accessed by car, bus, bicycle, and pedestrians. UTA bus routes have been recently realigned to provide greater transit access. Streetscape improvements will greatly enhance the safety and comfort of pedestrian access. Redevelopment efforts should include additional access options.

Impacts to Infrastructure

An initial review of existing infrastructure suggests that all major systems have capacity for the type of infill that has been proposed. Ongoing maintenance and upgrading

to existing systems will help assure adequacy and longevity in the future.

Private Development Incentives

A number of incentives can be utilized to help prioritize and implement many master plan strategies through private development. The City can develop a low-interest loan programs and take advantage of certain state tax credits to help offset costs for renovation and remodel of blighted but still viable properties. Underdeveloped uses can be relocated to more appropriate locations within the city boundaries. Redevelopment districts can provide a means for larger scale development. The City can also implement a policy of “good neighbors” and can encourage voluntary compliance and awards for outstanding achievements.

Water / Air Quality Issues

The proposed development encourages greater utilization of mass transit systems, which reduces reliance on private vehicles that results in reduced vehicle emissions and an improvement in overall air quality.

Zoning/Land Use Recommendations

Zoning should be modified to create a transit oriented zone which allows for increased densities and mixed uses near the rail stations. Consideration may be given to an overlay ordinance which provides incentives and allows for greater quality control. Ordinances can also be utilized to promote and enforce appropriate streetscape improvement and property upkeep.

Quality Growth Analysis

2700 South

Quality Growth Study Area

The quality growth study area includes two blocks in each direction—approximately a 1/4 mile radius—around a proposed 2700 South light rail station.

Transit Oriented Development

The proposed station would be well situated to provide greater access to a major employment center to the west. New developments in the immediate area around the rail station should include some neighborhood oriented businesses. Residential neighborhoods to the east can be strengthened with infill housing to reinforce neighborhood edges, and with greater access to bus and rail transit routes.

Affordable Housing

The community is currently saturated with lower-income rental units. A major challenge for the area is to reinforce and strengthen what remains of existing neighborhoods, and provide a more stable housing base. Where single-family dwellings still exist, low-interest loans and other incentive programs for renovation and remodeling may halt the further neighborhood decay. Where land values have risen well above the limit to support affordable single-family dwellings as a viable redevelopment and infill option, the area could support a number of attached dwelling type alternatives. Mixed-use developments especially, with commercial components to help amortize the overall development cost, would help keep the residences in a more affordable

range. Owner-occupied dwellings are preferable where feasible, especially units that fall in the market range for employees who work in the area, thereby encouraging people to live and work in the community. This would help alleviate traffic congestion by private vehicles, and may also help increase stability among residents.

Brownfield Sites

There are no brownfield sites identified within the study area.

Blighted Areas

Blighted areas are prevalent, especially in former neighborhoods that have been mostly eroded by commercial and light industrial development. These areas should be part of an initial focus for redevelopment.

Open Space

Public open spaces are nonexistent in this study area. Redevelopment strategies should incorporate small pocket parks, streetscape improvements, and a trail network to help satisfy the need for a network of such spaces. Corridor enhancements along the rail line itself—including at a minimum landscaping buffers and potentially a parallel bicycle/pedestrian trail system—could be a starting point.

Mixed Land Use

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Impacts to Infrastructure

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A number of incentives can be utilized to help prioritize and implement many master plan strategies through private development. The City can develop a low-interest loan programs and take advantage of certain state tax credits to help offset costs for renovation and remodel of blighted but still viable properties. Underdeveloped uses can be relocated to more appropriate locations

within the city boundaries. Redevelopment districts can provide a means for larger scale development. The City can also implement a policy of “good neighbors” and can encourage voluntary compliance and awards for outstanding achievements.

Water / Air Quality Issues

The proposed development encourages greater utilization of mass transit systems, which reduces reliance on private vehicles that results in reduced vehicle emissions and an improvement in overall air quality.

Zoning/Land Use Recommendations

Zoning should be modified to create a transit oriented zone which allows for increased densities and mixed uses near the rail stations. Consideration may be given to an overlay ordinance which provides incentives and allows for greater quality control. Ordinances can also be utilized to promote and enforce appropriate streetscape improvement and property upkeep.

Quality Growth Analysis

3300 South

Quality Growth Study Area

The quality growth study area includes two blocks in each direction—approximately a 1/4 mile radius—around a proposed 3300 South light rail station.

Transit Oriented Development

3300 South has superior access to I-15, is a viable retail and entertainment district, and is central to South Salt Lake City. It is also the heart of a major commercial and light industrial employment district. Proposed transit oriented development builds on the existing commercial, retail, and entertainment core for South Salt Lake City. The light rail station for 3300 South becomes a “gateway” to South Salt Lake City, both for rail users and private vehicle travelers. Intensified land uses would include multi-story commercial development along 3300 South, particularly on properties immediately adjacent to the rail stations. Other surrounding land uses may include medium density housing or mixed-use residential and commercial development.

Affordable Housing

The community is currently saturated with lower-income rental units. A major challenge for the area is to reinforce and strengthen what remains of existing neighborhoods, and provide a more stable housing base. Where single-family dwellings still exist, low-interest loans and other incentive programs for renovation and remodeling may halt the further neighborhood decay. Where land values have risen well above the

limit to support affordable single-family dwellings as a viable redevelopment and infill option, the area could support a number of attached dwelling type alternatives. Mixed-use developments especially, with commercial components to help amortize the overall development cost, would help keep the residences in a more affordable range. Owner-occupied dwellings are preferable where feasible, especially units that fall in the market range for employees who work in the area, thereby encouraging people to live and work in the community. This would help alleviate traffic congestion by private vehicles, and may also help increase stability among residents.

Brownfield Sites

There are no brownfield sites identified within the study area.

Blighted Areas

Blighted areas are prevalent, especially in former neighborhoods that have been mostly eroded by commercial and light industrial development. These areas should be part of an initial focus for redevelopment.

Open Space

Public open spaces are nonexistent in this study area. Redevelopment strategies should incorporate small pocket parks, streetscape improvements, and a trail network to help satisfy the need for a network of such spaces. Corridor enhancements along the rail line itself—including at a minimum landscaping buffers and poten-

tially a parallel bicycle/pedestrian trail system—could be a starting point.

Mixed Land Use

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Quality Growth Analysis

3900 South

Quality Growth Study Area

The quality growth study area includes two blocks in each direction—approximately a 1/4 mile radius—around a proposed 3900 South light rail station.

Transit Oriented Development

This site offers a variety of uses that are accessible from the light rail station. Immediate opportunities include a new educational training center for Salt Lake Community College on the west, and a currently vacant parcel to the east that could be developed as mixed-use commercial and retail center. Optimally, this development would include structured parking to increase Park & Ride capacity for this major UTA transfer hub. Additional developments would occur in the adjoining unincorporated county to the south, and in the potential addition of a corporate campus adjacent to I-15 further to the west. Infill housing to the north would provide a transition to and strengthen residential areas, as well as increase local customers so support retail uses.

Affordable Housing

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Brownfield Sites

There are no brownfield sites identified within the study area.

Blighted Areas

Blighted areas are prevalent, especially in former neighborhoods that have been mostly eroded by commercial and light industrial development. These areas should be part of an initial focus for redevelopment.

Open Space

A large County Park facility is the primary public open space within the immediate study area. . Redevelopment strategies should incorporate small pocket parks, streetscape improvements, and a trail network to help satisfy the need for a network of such spaces. Corridor enhancements

along the rail line itself—including at a minimum landscaping buffers and potentially a parallel bicycle/pedestrian trail system—could be a starting point.

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Economic Impact

Demographic Analysis

A detailed social, economic and demographic information on the Light Rail Corridor patrons was prepared using census and other public and proprietary data. This analysis included the following:

- Population, social, economic and demographic information
 - Historic Growth
 - Projected Future Growth
 - Geographic Distribution
 - Age, Sex & Income Distributions
- Income and employment patterns
 - Historic
 - Projected Future
 - Small Business/Self Employed

Population

Population information allows you to quantify the market size and measure future growth. Population is defined as all living persons in a geographic area. Group quarters include non household living arrangements such as military barracks, college dormitories, long-term health care facilities, group homes, boarding houses, prisons, and jails.

2004 Population Projection	23,322
1999 Population Estimate	22,717
1990 Census Population	20,739
1999 Population Per Square Mile	3,678
1999 Group Quarters Population	850

Households

Households consist of one or more persons who live together in the same housing unit, regardless of their relationship to each other. Households include all occupied housing units.

1999 Average Household Size	2.14
2004 Household Projection	10,813
1999 Household Estimate	10,217
1990 Households	8,955
% Annual Household Growth:	1990 - 1999 1.6

Household size

1990 % Households	
With 1 Person	38
With 2 Persons	30.5
With 3 Persons	14.2
With 4 Persons	9.4
With 5 Persons	4.3
With 6 Persons	1.9
With 7+ Persons	1.8

Income - 1999

Income is a good indicator of the spending power of the market. Per Capita Income includes the income of all persons 15 years old and over. Median Income divides the income distribution into two equal parts, one-half falling above the median and one-half below.

% Under \$10,000	13.1
% \$10,000-\$14,999	10.8
% \$15,000-\$24,999	22.1
% \$25,000-\$34,999	17
% \$35,000-\$49,999	18.5
% \$50,000-\$74,999	12.5
% \$75,000-\$99,999	4.2
% \$100,000-\$149,000	1.4
% \$150,000+	0.4
1999 Per Capita Income	\$15,716
1999 Average Household Income	\$34,091
1999 Median Household Income	\$26,855

Population by Race - 1999

The race variables represent the self-classification by people according to the race with which they most closely identify. Ancestry can be viewed as the nationality, lineage or country of birth of a person. Persons of Hispanic ancestry may be of any race.

% White	79.2
% Black	3.3
% Asian or Pacific Islander	5.4
% Other	12.1
% Hispanic Ancestry	18

Economic Impact

Population by age - 1999

Population by age provides valuable information as to the relative maturity or youth of a particular market. Median age divides the age distribution into two equal parts, one-half falling below the median and one-half above.

% Under Age 5	9
% Age 5-14	9.8
% Age 15-17	4
% Age 18-20	6.1
% Age 21-24	10.1
% Age 25-34	17.5
% Age 35-44	12.6
% Age 45-54	9.3
% Age 55-64	7
% Age 65-74	6.3
% Age 75-84	5.6
% Age 85 +	2.6
Average Age of Total Population	35.6
Median Age of Total Population	30.4

Population by Sex

Population by sex provides valuable market information for particular markets.

POPULATION BY SEX	
% Female	51.6
% Females Under Age 6	8.5
% Females Age 6-13	9.3
% Females Age 14-17	3.9
% Females Age 18-20	6.5
% Females Age 21-24	9.8
% Females Age 25-34	15.3
% Females Age 35-44	11.5
% Females Age 45-54	9.6
% Females Age 55-64	7.5
% Females Age 65-74	7.4
% Females Age 75-84	6.9
% Females Age 85+	4
Average Age Female	37.8

% Male	48.4
% Males Under Age	69.6
% Males Age 6-13	10.2
% Males Age 14-17	4.2
% Males Age 18-20	5.7
% Males Age 21-24	10.4
% Males Age 25-34	19.9
% Males Age 35-44	13.8
% Males Age 45-54	9.1
% Males Age 55-64	6.6
% Males Age 65-74	5.2
% Males Age 75-84	4.2
% Males 85+	1.2
Average Age Male	33.2

Education

The education variables are another way to determine the relative socioeconomic status of an area. Population enrolled in school provides information on the population ages 3 & over. Educational attainment classifies persons age 25 & over according to their highest level of school or degree completed.

1990 Pop Enrolled in School	4,869
% Preprimary School	6.5
% Elementary & High School	64.8
% College	28.7
 1990 Educational Attainment	 12,782
% Elementary School (0-8 Years)	7.3
% Some High School (9-12 Years)	21.5
% High School Graduate only (12 Years)	30.6
% Some College (13-15 Years)	30.2
% Bachelor Degree	7
% Graduate Degree	3.5
Average Years of School Completed	12.2

Economic Impact

Marital Status/Families/Householders

Marital status and family/householders are another indicator of valuable information for particular markets.

MARITAL STATUS

1990 Marital Status	15,969
% Persons Married	43.3
% Persons Single	56.7
1990 Female Marital Status	8,411
% Females Married	41
% Females Never Married	22.7
% Females Widowed/Divorced/Separated	36.3
1990 Male Marital Status	7,558
% Males Married	45.9
% Males Never Married	33.3
% Males Widowed/Divorced/Separated	20.8

FAMILIES/HOUSEHOLDERS

1990 Family Households	4,847
1990 Non Family Households	4,108
1990 Family Households With Children	2,674
% Married Couple Family	58
% Male Householder	7.5
% Female Householder	34.5
1990 % Households	
% W/children < 18	30.9
% W/person 65+	23.5
% W/householder 65+	22.1

Employment

Occupation/Industry variables help you evaluate the composition of the labor force in a particular market. Occupation describes the kind of work a person does on the job. Industry employment describes the type of industry in which a person works. Both are based on persons age 16 and over.

1990 Employment Status, Persons 16+	15,793
% Employed in Civilian Labor Force	60.1
% Unemployed	5
% Pop Not in Labor Force	34.6
% Pop in Armed Forces	0.3
1990 Total Employed	9,492
% White Collar	47.6
% Executive & Managerial	8.5
% Professional Specialty	8.6
% Technical Support	2.9
% Sales	10.3
% Administrative Support	17.2
% Blue Collar	34.5
% Precision, Production, Craft & Repair	13.2
% Machine Operator	10.9
% Transportation & Material Moving	5.5
% Laborers	4.9
% Service	16.8
% Private Household	0.3
% Protective	1
% Other	15.5
% Farming, Forestry, & Fishing	1.2
White/Blue Collar Ratio	1.4
1990 Industry Employment	9,491
% Agriculture, Forestry, Fishing	0.9
% Mining	0.8
% Construction	7.4
% Manufacturing: Nondurable Goods	6
% Manufacturing: Durable Goods	9.9
% Transportation	5.2
% Communications & Public Utilities	2.3
% Wholesale Trade	5.1
% Retail Trade	20.2
% Finance, Insurance, Real Estate	5.4
% Service: Business & Repair	7.1

Economic Impact

% Service: Personal	5.6
% Service: Entertainment & Recreation	1.6
% Service: Health	7
% Service: Educational	5.4
% Service: Other Professional & Related	5.8
% Public Administration	4.1

Daytime Population

This variable allows you to determine the number of employees (daytime population) and the number of businesses located around a particular site.

Total Employment	36,379
Total Businesses	2,563
Employees/Business	14

Total Employment	36,379
Agriculture/Forestry/Fishing Employees	36
Mining Employees	-
Construction Employees	4,220
Manufacturing Employees	6,839
Transportation, Comm., Util. Employees	837
Wholesale Trade Employees	6,330
Retail Trade Employees	8,003
Finance/Insurance/Real Estate Employees	837
Service Employees	8,149
Public Administration Employees	1,128

Future Residential Demand

Housing Market Analysis

The analysis of the market for a housing development in the South Salt Lake Light Rail Corridor focused on employment trends anticipated in the area, population, household formation, and income.

The market area for housing in the South Salt Lake Light Rail Corridor was delimited by evaluating major employment centers within a 20- to 40-minute commute. This evaluation was premised that employees typically purchase or rent only that housing which lies within a 20 to 40 minute commute from their place of work.

In determining the demand for housing population projections, household projections and competing housing availability were evaluated.

Population Projections

2004 Population Projection	23,322
1999 Population Estimate	22,717
1990 Census Population	20,739
1999 Population Per Square Mile	3,678

Household Projections

1999 Average Household Size	2.14
2004 Household Projection	10,813
1999 Household Estimate	10,217
1990 Households	8,955

Projections of Increased Housing Demand

In determining the demand for increased housing, population projections, household projections and housing affordability were evaluated.

Population Change

POPULATION BY AGE	% 1999	# 1999	% 2004	# 2004	1999-04
% Age 15-24 20.2	4,589	17.4	4,058	(531)	
% Age 25-34 17.5	3,975	20.2	4,711	736	
% Age 35-44 12.6	2,862	12.5	2,915	53	
% Age 45-54 9.3	2,113	9.3	2,169	56	
% Age 55-64 7	1,590	7	1,633	42	
% Age 65+ 14.5	3,294	14.5	3,382	88	

Estimates of demand for housing is impacted by both the growth in population as well as the type and affordability of each new household.

Economic Impact

POPULATION BY AGE	Pop Change 1999-04	Headship Rates	HH Change 1999-04
% Age 15-24	(531)	0.1338	(71)
% Age 25-34	736	0.4712	347
% Age 35-44	53	0.5413	29
% Age 45-54	56	0.5748	32
% Age 55-64	42	0.5951	25
% Age 65+	88	0.6456	57

Estimates of the types of housing likely sought by each new household were then prepared.

Households by Type	Owners	Renters	Total
Age 15-24	(21)	(50)	(71)
Age 25-34	104	243	347
Age 35-44	20	9	29
Age 45-54	23	10	32
Age 55-64	18	8	25
Age 65+	40	17	57
Total	183	236	418

A current rule of thumb is to estimate how large a mortgage a household will be able to support by multiplying the household income by a factor of 2.6. This reflects a ceiling of 28% of income to be used for housing costs, a 10%, thirty year mortgage, exclusive of a 20% down payment for principal and interest, 2% of the housing market value allocated to real estate taxes, and .5% for insurance.

Affordability by Household	Ave Annual Inc.	Estimated Mortgage \$
Age 15-24	\$ 25,211	\$ 65,550
Age 25-34	\$ 34,783	\$ 90,437
Age 35-44	\$ 35,903	\$ 93,347
Age 45-54	\$ 35,609	\$ 92,583
Age 55-64	\$ 34,214	\$ 88,957
Age 65+	\$ 29,648	\$ 77,085
Ave HH Income	\$ 34,091	\$ 88,637
Median HH Income	\$ 26,855	\$ 69,823

Adding back in the 20% down payment to the estimated mortgage a household will be able to support thus gives us a good estimate of the housing that each age group likely could afford to purchase. This should be compared to market rates for available housing.

	Estimated Purchase Price
Housing Affordability	
Age 15-24	\$ 78,660
Age 25-34	\$ 108,524
Age 35-44	\$ 112,016
Age 45-54	\$ 111,099
Age 55-64	\$ 106,749
Age 65+	\$ 92,502
Ave HH Income	\$ 106,364
Median HH Income	\$ 83,788

Using the same rule of thumb of a ceiling of 28% of income to be used for housing costs exclusive of utility costs, we can therefore derive the estimated monthly rents that each age group likely can afford.

	Ave Annual Inc.	Estimated Monthly Rent
Rental Housing Affordability		
Age 15-24	\$ 25,211	\$ 588
Age 25-34	\$ 34,783	\$ 812
Age 35-44	\$ 35,903	\$ 838
Age 45-54	\$ 35,609	\$ 831
Age 55-64	\$ 34,214	\$ 798
Age 65+	\$ 29,648	\$ 692
Ave HH Income	\$ 34,091	\$ 795
Median HH Income	\$ 26,855	\$ 627

Using the estimated purchase price, and the estimated demand for purchased and rental housing previously examined, we can therefore derive the likely demand for equity housing by price that each age group likely can afford.

	Estimated Purchase Price	Estimated Demand
Equity Housing Demand		
Age 15-24	78,660	(21)
Age 25-34	108,524	104
Age 35-44	112,016	20
Age 45-54	111,099	23
Age 55-64	106,749	18
Age 65+	92,502	40
Total		183

And further using the estimated monthly rents, and the estimated demand for rental housing previously examined, we can therefore derive the likely demand for rental housing by price that each age group likely can afford.

Economic Impact

	Estimated Monthly Rent	Estimated Demand
Rental Housing Demand		
Age 15-24	\$ 588	(50)
Age 25-34	\$ 812	243
Age 35-44	\$ 838	9
Age 45-54	\$ 831	10
Age 55-64	\$ 798	8
Age 65+	\$ 692	17
Total	236	

Housing Demand Summary

	Price	Estimated #
Housing Demand Summary		
Rental \$800-850	268	
Equity \$100K-\$115K	164	

The City of South Salt Lake Light Rail Corridor's greatest asset is its employment base. The following looks at potential housing demand that could be created by the employment base in the South Salt Lake Light Rail Corridor.

Future Commercial Demand

Employment

The analysis of the employment in the South Salt Lake Light Rail Corridor focused on employment trends anticipated in the area, employers, and employer groupings.

Total Employment	36,379
Total Businesses	2,563
Employees/Business	14
Total Employment	36,379
Agriculture/Forestry/Fishing Employees	36
Mining Employees	-
Construction Employees	4,220
Manufacturing Employees	6,839
Transportation, Comm., Util. Employees	837
Wholesale Trade Employees	6,330
Retail Trade Employees	8,003
Finance/Insurance/Real Estate Employees	837
Service Employees	8,149
Public Administration Employees	1,128

The percentage of the employment in the South Salt Lake Corridor by classification is as follows:

Total Employment	
Agriculture/Forestry/Fishing Employees	0%
Mining Employees	0%
Construction Employees	12%
Manufacturing Employees	19%
Transportation, Comm., Util. Employees	2%
Wholesale Trade Employees	17%
Retail Trade Employees	22%
Finance/Insurance/Real Estate Employees	2%
Service Employees	22%
Public Administration Employees	3%

Employment Growth

The analysis of the likely growth in employment in the South Salt Lake Light Rail Corridor is determined by State-wide employment trends anticipated Regional employment growth, and anticipated growth of employee categories found in the South Salt Lake Light Rail Corridor.

Economic Impact

Statewide Employment Growth

Between 1998 and 2003, over 152,000 new jobs are anticipated in Utah, which will boost total employment in Utah from 1,229,680 in 1998 to 1,381,700 by 2003. The annual rate of growth over the five-year period will average 2.5 percent, or in excess of 30,000 new jobs per year. A 2.5 percent per year rate of employment growth in Utah is twice the projected 1.3 percent rate expected for the nation as a whole.

Each year during the five-year projection period an average of 58,810 job openings will occur. Roughly 52 percent of these openings will result from growth, new jobs, in the economy. The need to fill vacancies from workers moving from one occupation to another or leaving the labor force will account for the remaining 48 percent.

Utah's "Top 50 Occupations in Demand" will account for about 45 percent of all employment and 52 percent of all new jobs and 49 percent of job openings over the five-year period.

The most favorable prospects for employment in Utah will be along the "corridor" that stretches between Weber County to the north through Utah County to the south. Eighty-two percent of all employment and 77 percent of all new job opportunities will be in this 100-mile strip.

Occupational Category	Employment 1998	Annual Average 2003	Job Openings Total
Total - All Categories	1,229,680	1,381,700	58,810
Professional & Paraprofessional	196,320	228,080	9,760
Production, Operating, & Maintenance	329,200	359,820	13,190
Sales & Related	159,750	183,150	9,970
Clerical & Administrative Support	187,150	203,410	6,920
Managerial & Administrative	95,330	109,190	4,620
Technical	55,340	63,700	2,790
Service	176,320	202,060	10,450
Agriculture, Forestry, Fishing	30,270	32,290	1,110
Occupational Category	Due to Growth	Due to Replacement	
Total - All Categories	30,390	28,420	
Professional & Paraprofessional	6,350	3,410	
Production, Operating, & Maintenance	6,120	7,070	

Sales & Related	4,680	5,290
Clerical & Administrative Support	3,250	3,670
Managerial & Administrative	2,770	1,850
Technical	1,670	1,120
Service	5,140	5,310
Agriculture, Forestry, Fishing	410	700

Production, Operating, and Maintenance Occupations

Twenty-seven percent of Utah workers In Utah, and 19% of the workers in the South Salt Lake Light Rail Corridor are employed in a production, operating, or maintenance occupation. This category accounts for 329,200 jobs in 1998. By 2003, about 30,620 new jobs will be created, resulting in total employment of 359,820. Production, operating, and maintenance job openings over the period will number 13,190 per year, or 22 percent of the total for all occupations. Of the 13,190 openings, 6,120 will occur due to growth and 7,070 will occur to replace workers. Overall, occupations in this category are slightly losing employment share in the market, from 26.8 percent of the total in 1998 to 26.0 percent in 2003.

Professional Occupations

The second largest job category is professional. Employment in this group is projected to grow from 196,320 in 1998 to 228,080 by 2003, a significantly high rate of growth compared to the average of 2.5 percent for all occupations. This growth rate of 3.2 percent per year equates to 31,760 new jobs. Job openings numbering 9,760, or 17 percent of the total 58,810, will occur each year over the period. Of the 9,760 total openings, 3,410 will be generated to replace current professional workers moving from one occupation to another or leaving the labor force. Another 6,350 annual openings will result from growth in the job market. Employment in professional occupations will increase its employment share over the 1998 to 2003 period.

Specific professional job titles with significant employment levels include accountants, teachers, engineers, physicians, lawyers, personnel specialists, social workers, designers, nurses, writers, and computer systems analysts.

Clerical Occupations

Clerical occupations occupy the number three position in total jobs. Fifteen percent of all Utah workers are employed in clerical or administrative support occupation. In terms of jobs, this amounts to 187,150 employment positions in 1998. Clerical occupations will grow by 1.7 percent per year adding 16,260 new jobs for total employment of 203,410 in 2003. Although clerical jobs account for 15 percent of employment, they will claim only 10.7 percent of all new jobs by the year 2003. Over the five-year period, 6,920 job openings for clerical workers

Economic Impact

will develop annually, of which 3,250 will be for new positions and nearly 3,670 for replacing people changing occupations or leaving the work force. Jobs in the clerical and administrative support roles will experience only a small, one-half of one percent, decline in their share of total jobs over the projections period, reflecting basically the effect of technology on the office.

Examples of clerical job titles are secretaries, accounting clerks, general office clerks, typists, loan and credit clerks, tellers, and receptionists. Also included are reservation ticket agents, stock clerks, expediting clerks, and occupations involved with “incoming telemarketing” such as order clerks.

Service Occupations

In Utah, the service category makes up 14.3 percent of the total employment and 22% of employment in the South Salt Lake Light Rail Corridor.

Employment in service occupations will grow at a faster-than-average pace over the 1998 to 2003 period. The service annual growth rate is 2.9 percent compared with the overall average of 2.5 percent per year. This group will add 25,740 new jobs to Utah payrolls. Employment in the service category will increase from 176,320 to 202,060 by 2003. Because of its higher-than-average growth rate, the service category will increase its share of the total employment from 14.3 percent to 14.6 percent over the five-year period. Annual job openings of 10,450 will occur of which growth openings will number 5,140 with replacement openings of 5,310.

“Service” occupations are often confused with “service” industries. Although workers in service occupations can be found in virtually all industries, they are, however, concentrated in the trade and service industry divisions. For example, the largest job group within the service occupational category is in food service occupations. Most workers in food service occupations are not employed in the “services” industry division. They are employed in restaurants, in the trade industry. On the other hand, the “service” occupation of housekeeper is employed in the hotel/motel industry, which is in the services industry division. Other service occupations like firefighters and police officers and sheriffs are employed in the “government” industry division.

Examples of larger service occupations include food service (cooks, fast food workers, waiters/waitresses), cleaners (industrial, commercial, janitors), child care attendants, and security guards.

Sales Occupations

Workers in sales occupations will number 159,750 in 1998. This group accounts for about 13 percent (one in eight jobs) of total employment in Utah and 22% of employment in the South Salt Lake Light Rail Corridor. Sales occupations are projected to grow by 23,400 by the year

2003, or a 2.9 percent annual growth rate, reaching a level of 183,150 by the end of the five-year period. About 17 percent of all job openings will occur for sales-related occupations, a total of 9,970 openings. Of these, just 4,680 will be for growth needs and 5,290 for replacing workers changing occupations. The sales occupational category will slightly increase its share of total employment--from 13.0 percent to 13.3 percent--by 2003.

Examples of occupations under the sales category include sales representatives (technical and retail), sales clerks (the largest single occupation in Utah - 40,000 workers), sales agents (insurance and real estate), cashiers, and telemarketers.

Managerial and Administrative Occupations

Managerial and administrative support occupations account for about eight percent of if the total employment in Utah. Over the 1998 to 2003 period, employment is projected to increase by 13,860 from 95,330 to 109,190. Manager and administrator occupations will grow at a faster than average pace of 2.9 percent per year. Each year an average of about 4,620 job openings will occur, 2,770 resulting from growth and 1,850 to replace managers who change occupations or retire. Managerial and administrative occupations will maintain their share of total employment over the period.

Examples of specific occupations with large numbers of employed in this category include: financial managers, general managers and top executives; marketing, advertising and public relations managers; educational administrators; and food service and lodging managers. First line supervisors are not included here in the managerial category but are included in the occupational category in which they supervise.

Technical Occupations

Technical occupations account for a relatively small, but fast growing, portion of if the total employment in Utah. They claim about a five- percent piece of the employment pie. Technical jobs are projected to grow at the fastest rate of all occupational categories with an annual rate of 3.0 percent (the average is 2.5 percent). Roughly 8,360 new jobs will be created over the five-year period lifting employment from the 1998 figure of 55,340 to the 2003 level of 63,700. Showing its growing posture, the technical occupational category will increase its share of total jobs over the period from 4.5 percent to 4.6 percent.

Examples of technical occupations include: engineering technicians (civil, mechanical, etc.); drafters; computer programmers; paralegals; licensed practical nurses; medical/clinical lab technicians and technologists; dental hygienists; aircraft pilots; and air traffic controllers.

Economic Impact

Occupational Category	Due to Growth	70% In Wasatch Front	In South Salt Lake	
Annual Average Job Openings			At 3% capture	At 5% capture
Total - All Categories	30,390	23,400	702	1,170
Professional & Paraprofessional	6,350	4,890	147	244
Production, Operating, & Maint.	6,120	4,712	141	236
Sales & Related	4,680	3,604	108	180
Clerical & Administrative Support	3,250	2,503	75	125
Managerial & Administrative	2,770	2,133	64	107
Technical	1,670	1,286	39	64
Service	5,140	3,958	119	198
Agriculture, Forestry, Fishing	410	316	9	16

Retail Market Analysis

The analysis of the market for retail development in the South Salt Lake Light Rail Corridor focused on employment population, households, and income trends anticipated in the area. This retail market study builds on the demographic and housing evaluations presented earlier. It further develops the following additional parts:

1. Definition of the Trade area of the South Salt Lake Light Rail Corridor.
2. Projections of Demand, Supply, and Unmet Demand for Retail Goods.
3. Computations of the Requirements of Retail Space Required to Support the Anticipated Retail Demand.
4. Construction of a likely Development Profile

Retail Trade Area

The South Salt Lake Light Rail Corridor trade area is defined as the following:

1. Primary Trade Area - population within a 10-15 drive from the area which should represent 70% to 80% of total sales.
2. Secondary Trade Area - population within a 20-30 drive from the area which should represent 15% to 20% of total sales.

Projections of Demand for Retail Expenditures

These projections are based on annualized data from the Consumer Expenditure Survey, and are based on the income levels and expenditure patterns of the likely new South Salt Lake Residents.

	\$ per HH	New HH
		2004
Total Retail Expenditures	12,337	596
Food Service	4,135	596
Apparel & Services	965	596
Drug	400	596
Transportation	3,588	596
Leisure & Entertainment	1,126	596
Home Furnishings	1,671	596
Other Retail Expenditures	452	596

Retail Category Notes:

The Food Service category includes dollars spent on groceries, dollars spent dining out and dollars spent on alcoholic beverages.

Apparel & Services category of retail expenditures includes dollars spent on all apparel, footwear, jewelry and other apparel and services.

Drug/Medicines category of retail expenditures includes dollars spent on prescription drugs and personal care products.

Transportation category of retail expenditures includes dollars spent on automotive products and services, and travel.

Leisure & Entertainment category of retail expenditures includes dollars spent on books and periodicals pet care, sporting goods, children's toys, video purchase/rental, and other equipment.

The Home Furnishings/Improvement category includes major appliances, furniture, housewares, home improvement, and home services.

Projections of the Net Capture of Retail Potential

These projections are based on a residual-sales approach which is especially important in South Salt Lake because of the history of the area being a regional shopping center serving a much larger area than the residential South Salt Lake population. This analysis is difficult however because of how to factor the impact of Light Rail on commutes and whether shoppers will use light rail for shopping trips.

Economic Impact

	Total 1999 \$ Per HH	Actual 1998 (\$000)	Market Area Population
Total Retail Expenditures	12,337	1,535,460	12,446
Food Service	4,135	92,278	2,232
Apparel & Services	965	3,301	342
Drug	400	-	-
Transportation	3,588	56,128	1,564
Leisure & Entertainment	1,126	23,463	2,084
Home Furnishings	1,671	291,175	17,425
Other Retail Expenditures	452	1,069,115	236,530

Thus, it is clear that while South Salt Lake enjoys extraordinary sales totals per capita especially in the other categories (likely automobile sales) exceptional opportunities exist for Food Service, Apparel & Services, Transportation, and Leisure & Entertainment categories.

	Retail Potential
Total Retail Expenditures	\$ 92,926,982
Food Service	\$ 35,483,955
Apparel & Services	\$ 10,104,445
Drug	\$ 4,325,200
Transportation	\$ 33,184,244
Leisure & Entertainment	\$ 9,829,138

Projections of Demand for Retail Space Required to Support the Anticipated Retail Demand.

These projections are based on projected retail expenditures and examine the amount of retail space that will be required to house the anticipated retail demand.

	Additional Retail Space Required
Total Retail Expenditures	755,504
Food Service	288,487
Apparel & Services	82,150
Drug	35,164
Transportation	269,791
Leisure & Entertainment	79,912

Office Market Analysis

The analysis of the market for commercial office development in the South Salt Lake Light Rail Corridor examined trends in the economy of the Salt Lake Metropolitan region, and carefully analyzed factors which affect the rate and direction of change in the area's office employment. This office market study builds on the demographic and housing evaluations presented earlier. It further develops the following additional parts:

1. Definition of the office market area of the South Salt Lake Light Rail Corridor.
2. Projections of Demand, Supply, and Unmet Demand for Commercial Office Space.
3. Computations of the Requirements of Commercial Office Space Required to Support the Demand for Office Space.
4. Determination of the likely Net Capture of Office Space in the South Salt Lake Light Rail Corridor.
5. Construction of a likely Commercial Office Space Development Profile

Commercial Office Space Market Area

The South Salt Lake Light Rail Corridor market area is considered to be part of the Central Suburban region within the Salt Lake Metro Region. Unlike the retail trade area however, the Commercial Office Space Market Area is typically not determined primarily by the time and distance relationships between the office building site and the people will occupy it.

Projections of Commercial Office Space Employment

Projections of employment in the South Salt Lake Light Rail Corridor market area were derived from projections of employment for the Salt Lake Metro Region, as developed by State of Utah, Workforce Services.

	Due to Growth	5 yr. Growth	Wasatch Front @70%
Total - All Categories	30,390	151,950	106,365
Professional & Paraprofessional	6,350	31,750	22,225
Production, Operating, & Maint.	6,120	30,600	21,420
Sales & Related	4,680	23,400	16,380
Clerical & Administrative Support	3,250	16,250	11,375
Managerial & Administrative	2,770	13,850	9,695
Technical	1,670	8,350	5,845
Service	5,140	25,700	17,990
Agriculture, Forestry, Fishing	410	2,050	1,435

Economic Impact

	Wasatch Front @ 70%	So SL @3%	So SL @5%
Total - All Categories	106,365	3,191	5,318
Professional & Paraprofessional	22,225	667	1,111
Production, Operating, & Maint.	21,420	643	1,071
Sales & Related	16,380	491	819
Clerical & Administrative Support	11,375	341	569
Managerial & Administrative	9,695	291	485
Technical	5,845	175	292
Service	17,990	540	900
Agriculture, Forestry, Fishing	1,435	43	72

Demand for Office Space

To compute the amount of office space that will be required in the South Salt Lake Light Rail Corridor market area we used the following estimates of the amount of square feet of space per employee. Estimates of the annual demand for new office space were prepared for both the 3% capture estimate and the 5% target estimate.

	Est. sq. ft. per Employee	So SL @3%	So SL @5%
Total - All Categories		652,313	1,087,188
Professional & Paraprofessional	350	233,363	388,938
Sales & Related	200	128,520	214,200
Clerical & Administrative Support	200	98,280	163,800
Managerial & Administrative	35	119,438	199,063
Technical	250	72,713	121,188
Production, Operating, & Maint.	175	112,455	187,425

Thus, it would seem reasonable that the South Salt Lake Light Rail Corridor market area could be expected to be able to support between 650,000 and 1,000,00 square feet of new commercial office space plus an additional 100,000 to 180,000 square feet of new production space over the next five years.Anticipated Development Summaries

Housing Demand Summary

Housing Demand Summary	Price	Estimated #
Rental	\$800-850/mo	268
Equity	\$100K-\$115K	164

Retail Demand Summary

Total Additional Retail Space Required	755,504
Food Service	288,487
Apparel & Services	82,150
Drug	35,164
Transportation	269,791
Leisure & Entertainment	79,912

Commercial Office Space Demand Summary

	Est. sq. ft. per Employee	So SL @3%	So SL @5%
Total - All Categories		652,313	1,087,188
Professional & Paraprofessional	350	233,363	388,938
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Managerial & Administrative	350	119,438	199,063
Technical	250	72,713	121,188
Production, Operating, & Maint.e	175	112,455	187,425

Thus, it would seem reasonable that the South Salt Lake Light Rail Corridor market area could be expected to be able to support the following new space over the next five years:

268 Rental Housing units which rent for between \$800-850/mo
 164 Equity Housing units which cost for between \$100,000 -\$115,000.
 288,000 sq. ft of new retail Food Service space
 82,000 sq. ft of new retail Apparel space
 35,000 sq. ft of new retail Drugs/Medicines space
 80,000 sq. ft of new Entertainment space
 650,000 to 1,000,000 sq. ft of new Commercial Office Space
 112,000 to 187,000 sq. ft of new Production/Operating Space

Conclusion

Recommendations

This master planning effort has been an exciting process for participants. The process has included input from many different interest groups and will continue to receive interest and input through its approval and implementation. Through the planning process, many wonderful opportunities have been uncovered and rediscovered.

As the focus turns to implementation, the Consultants wish to express two important concepts that may aid in interpreting and carrying out certain aspects of the plan:

- This is a visionary plan
- The time frame covers many years

Sometimes when deciding how to use this planning tool, it is easy to get bogged down in the details and miss the big picture. The plan is intentionally nonspecific in many areas in hopes of keeping the viewpoint broad, allowing for minor adjustments and new opportunities along the way. Our hope is that this will make the ultimate product even better than what we had envisioned. The intent is not to assign specific uses to specific parcels, but rather to suggest a range and mix of uses in an overall context that will enrich and enliven the urban environment.

Implementing the plan will take time. An appropriate window of opportunity may be twenty years or more to see the substantial parts of the plan come together. Hopefully, the more critical parts of the plan will happen in a much shorter time frame—perhaps within a five year period. It can be

challenging to implement this kind of comprehensive plan in the first place; it can be even more challenging and will take much longer to correct decisions that are made in haste and fall short of the mark.

Following is a summary of considerations and recommendations for implementation. We have attempted to prioritize based on logical sequence of events, starting with organizing and preparing the implementation tools, to finding a starting point and taking some visible actions, to creating the incentives and putting in the proper controls that will bring about positive changes through private development.

Identify and Implement Planning Tools

Before beginning any of the “bricks and mortar” work, it is important to have the right tools in place to bring about the types of positive change that are envisioned.

- Create the zoning tools to set the stage for development and redevelopment. This should include development of a new zoning type such as a “Transit Oriented Development (TOD) Zone” or “Transit Use Zone” that allows for suggested densities and mixes of use types to support a pedestrian environment in the immediate vicinity of the rail stations. Parts of that may extend out into the broader community where appropriate to bring about other positive changes that have been identified in the master plan. A rezoning may provide greater control over land uses. An overlay zone may allow for greater use

of incentives to exercise a higher standard of quality control without being considered a “taking.” These issues will have to be considered and balanced to find an appropriate approach. UTA has several model TOD ordinances that can serve as a starting point.

- Develop an open space plan that will help create and protect a vital community resource. The process for creating an open space plan includes identifying the types of open space (i.e.—recreational, cultural, environmental, etc.) that are important, and then creating the guidelines that will bring form to an open space network, including linkages and trails. Since there is little area that is undeveloped throughout the study areas, this may require development incentives to introduce this commodity back into the urban environment. Green Space Design is a new agency that has many resources to aid in developing this important plan.

Start Something

With the right tools in place, the next step is to take some initial steps and make some visual progress that gets people excited and “on board.”

- Streetscape improvement are a visible way to begin. Landscaping can often take many years to mature, and so it is a good idea to begin early in this process. And although it takes a fair amount of planning and coordination, it is an effort that individuals and groups can get

involved with, and the costs are usually not that great to get things rolling. Tree Utah is a tremendous resource to provide information about planting trees and other landscaping (species, irrigation requirements, hardiness to climate, etc.).

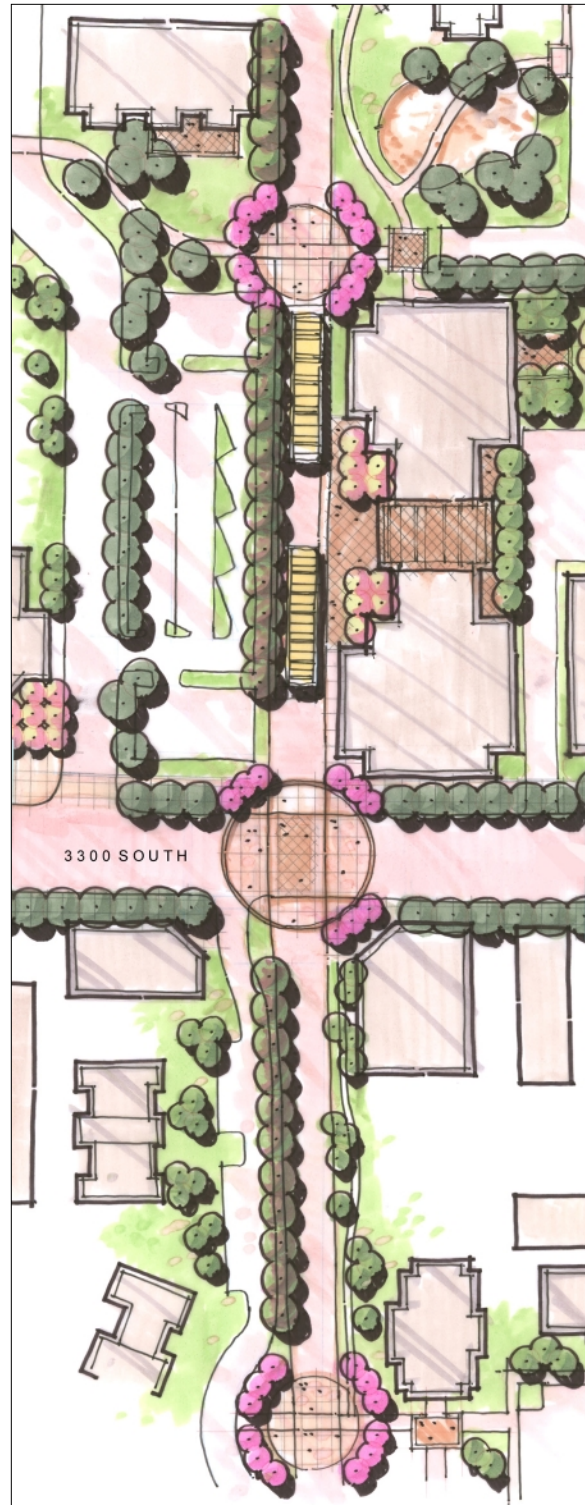
- The Art-in-Transit program has already had fairly good success throughout the light rail system. Funds can be used to provide elements of visual interest and can help develop a unique character for each station.
- The number of persons riding daily through South Salt Lake on the light rail may suggest that some corridor enhancements should take place quickly. This would optimally include both encouraging adjacent property owners to voluntarily turn a good side toward the tracks, and as well as landscaping, trails and other amenities to soften the edges and improve the overall quality of the space.
- Encourage local businesses to offer programs and incentives for employees to use light rail and public transportation as their means to commute.

Provide Resources and Incentives

Since much of the meat of the plan will be implemented through private development, there must be an environment that both entices developers to have an interest in redevelopment and satisfies the requirement for quality and longevity that will make this project succeed long into the future.

Conclusion

- Low interest loans and possible tax credits for residential and commercial buildings can help offset the initial costs for revitalization of still viable properties.
- For underdeveloped uses, the City may wish to help business owners relocate to other sites within the city boundaries, and open up sites around the light rail for more intensive uses.
- The City can encourage voluntary compliance and enforce standards to present a positive image through proper maintenance of grounds and facilities. This may include “Good Neighbor” awards and leadership from the business community via the Chamber of Commerce.
- When feasible, create new redevelopment areas to provide consolidation of sites and attract larger redevelopment interests.
- Use zoning ordinances to create incentives and controls for quality design.
- Exercise great patience and get it right. Remember, this is a long range plan.



Specific Plan for 3300 South Rail Station Environment.

Appendix

Appendix A – Town Meeting Comments

SOUTH SALT LAKE CITY – LIGHT RAIL CORRIDOR MASTER PLAN

Cooper/Roberts Architects

Comments from Public Meetings

SEPTEMBER 25, 1999 – 11:00 AM

3300 South

Types of Uses

Warehouse/industrial makes least sense
Housing may not be appropriate because of safety concerns
Retail commercial may be appropriate or desirable

Quality of Environment

Address safety concerns with rail
Traffic backed up at Wasatch Street
Safety issue with cars and pedestrians
Resolve added congestion
Allow separate pedestrian linkages
Treat pedestrian/auto intersections with care

Site Characteristics

Signalized pedestrian crossing at rail ± 250 W / ± 150 W
Sidewalks for pedestrians/bicycles
Landscaping
Security/safety provisions
Adequate lighting

3900 South

Types of Uses

Keeping residential
No 24-hour businesses
Offices would complement existing area
Retail/light retail may fit in
Day care center
Open green space

Quality of Environment

Curb and gutter
Enhance connections to park
Crosswalks
Look at Park Activity Center on west side of park

Site Characteristics

Crosswalks to park

Landscaping

Quality green space

21st South

Types of Uses

Shopping district - 21st S. in Sugarhouse

Proximity to downtown

Minimize traffic congestion - choose use carefully

Maximize tax base

- Property
- Sales

Small lots - more individual/small scale development

Quality of Environment

Crossings -

- Clear visibility of oncoming trains?
- Stuck on tracks?
- Pedestrian Crossings
- Failure of guards?

Clear signage - train schedules

Smoke-free environment / designated smoking areas

Noise abatement

Wheelchair access

Contract out security services

C. P. T. E. D.

- Lighting
- Visibility
- Access
- Landscaping

Pedestrian access well-lit similar to stations

Site Characteristics

Shade trees for summer

Free of snow/ice in winter

Safe routes to transit station

Fit in with neighborhoods

Access routes - new development

Pedestrian amenities

“No Parking” on sidewalks

Pedestrian signalized crossings - allow time to cross at parallel to tracks

Light retail shops at stations

- Food
- Newspapers
- Magazines

Public restrooms
East/west accessibility
Historical marker at station
Don't foster undesirable activities

- Drug use
- Criminal activity
- Homeless congregation

Utilize arts program \$.

33rd South

Types of Uses

Wal-Mart / retail center / destination
Expand entertainment district
Hardware store
Residential doesn't fit well
Shopping center / department store / retail outlets - Gen. Merchandise
Large lots may generate major development
School safety crossings

SEPTEMBER 30, 1999 – 7:00 PM

3300 South

Land Uses

Current entertainment uses

- Movie complex
- Golf driving range
- Miniature golf
- Restaurants

Smaller scale/individual shops

Neighborhood shopping - i.e., 9th and 9th

Deep lots - mixed use commercial parks

Resurrect “Hale Center” type theater

Quality of Environment

Street crossings very important - more traffic

Well-developed bike lanes

Confusing traffic controls/lanes

Safety for kids going to theater

Short traffic signals crossing 3300 S.

3900 South

Land Uses

Current roads can't handle greater traffic

West Temple already slows to crawl - plus new bus traffic - too much

Keep park - enhance daytime use - street crossing difficult

Preserve semi-rural use on Plymouth

Business use along 3900 S. - not high rise

Transit use incentives

Light commercial retail - lunch eateries/deli, etc.

Quality of Environment

Improved pedestrian access - throughout area

Bicycle lanes/trails - throughout area

Wide sidewalks/curb and gutter (possible bike use)

Street lights

Park use makes neighborhood less threatening

Street crossings important

Get people off of roads

Finish viaduct - slow traffic

Traffic calming - landscaping buffers, strips, medians, etc.

Noise is a concern - train horns/signals

Keep roads clean - upkeep, maintenance, etc.
Flowers/landscaping

Site Characteristics

Brick - warm/human

Don't like glass/steel

Stucco

Harmonious character

- Scale
- Size
- Materials

Landscaped setbacks (17th S. 3rd W. - Industrial supplies)

Parking at sides/rear of building

Landscaping along streets (Keep it simple - not maintenance burden)

Create pleasant walking paths

Encourage installation of bike racks

Cool community strategies

Down lighting - No glare on adjacent properties

Trees - shade canopies – deciduous - But no sap on cars

Security at night - does UTA have a plan

Create “night activity” with businesses to help with security

Look at expanded “bike radius” for study area

Appendix

Appendix B – Current Zoning Map

For a copy of the current zoning map, contact the [South Salt Lake City Planning Department](#).

Appendix

Appendix C – Survey Summary

SOUTH SALT LAKE CITY – LIGHT RAIL CORRIDOR MASTER PLAN
Cooper/Roberts Architects

September 30, 1999

PUBLIC OPINION SURVEY

Overview & Instructions:

As part of an current master plan study for the Light Rail Corridor through South Salt Lake City (300 West to Main Street, and from 2100 South to 3900 South), Cooper/Roberts Architects is interested in obtaining information from residents, business owners, and others who may be directly impacted. Your response to this survey, along with input previously received at public meetings, interviews with key stakeholders, and upcoming meetings with businesses and major property owners in the study area, will help to develop goals and objectives for potential future development or redevelopment.

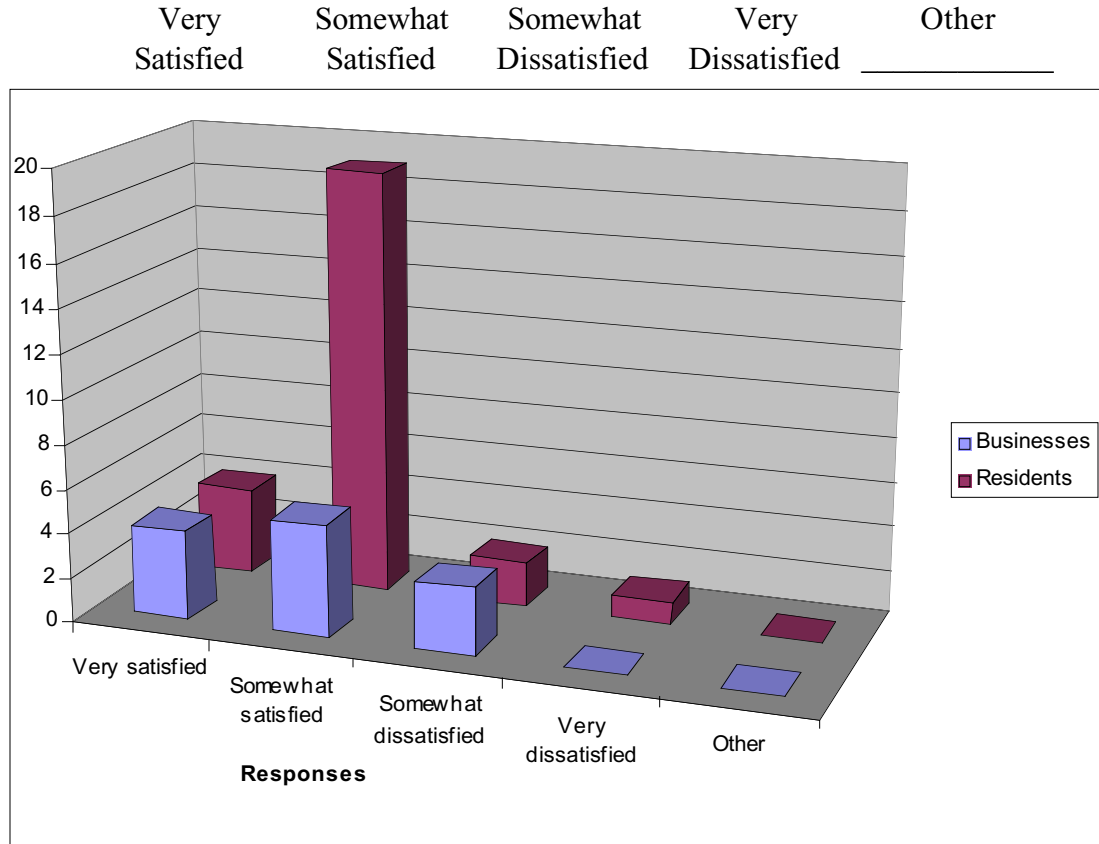
This survey is not intended as a means to share your opinion regarding support or opposition for the TRAX Light Rail System. The light rail system is already installed and will be operational in the near future, and UTA has provided their own forums for such input. Rather, it should reflect your opinion about how South Salt Lake should or should not take advantages of new opportunities for development or redevelopment—which the light rail system may generate—once it is operational in December of this year.

Please read the questions carefully. Where multiple choices are given, please circle or highlight the answer that best describes your preference or attitude. A space is provided to write in other answers that may more appropriately reflect your opinion. Other questions will require a written response. Please be very specific where possible, and use examples from your community or other communities that you are familiar with.

Please remember that no decisions have yet been formulated, but that your input is an important part of our information gathering process. Also remember that real people will be reading and evaluating these responses.

Land Use Preferences:

Are you satisfied with the current level of service provided by local retail businesses in South Salt Lake City?



What types of new or expanded businesses would you like to see in South Salt Lake City?

Large supermarket.

LESS sex-oriented businesses.

Food establishments.

Restaurants. Higher quality, not just chains

Entertainment.

Retail stores.

Zoning board should not oppose every business change offered.

Sporting goods stores.

Restaurants.

Grocery stores.

Bookstores.

Department store.

Look at current master plan.

No more car lots.

There is a good mix already, but quality shopping center like the new one in Sugarhouse (2100 S. 1150 E.) would be nice – with a creek running through it and a variety of shops.

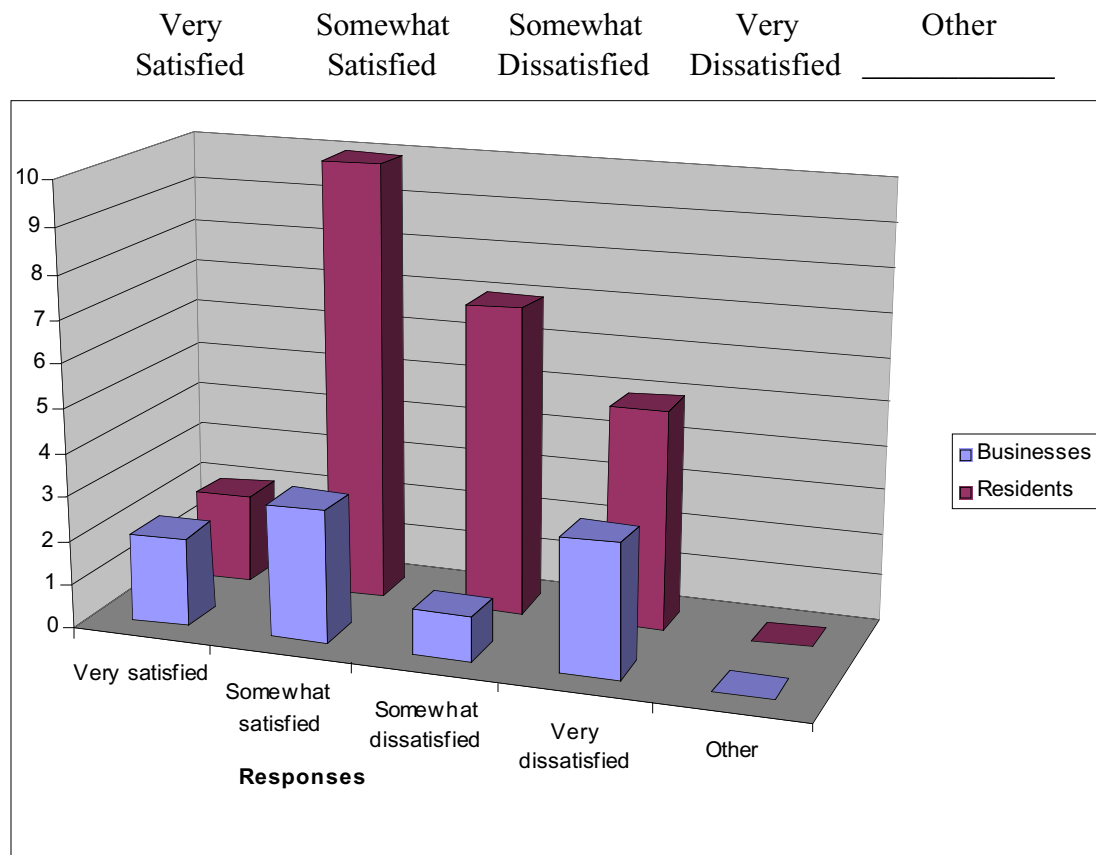
Sandwich/deli shops.

Major mall.

Owner operated businesses – not chains or strip malls.

Video stores.

Are you satisfied with the current types of housing options in South Salt Lake City?



What types of new or expanded housing choices would you like to see in South Salt Lake City?

New, single family, detached housing. Higher quality homes.

Affordable single family homes.

Protection for aging from promoters and developers.

Condominiums.

Okay as is.

Multi-family housing.

Affordable (low income) housing.

SSLC should put efforts toward rejuvenating existing housing in place – not housing projects.

More programs like 0% loans and grants.

Private ownership.

Better quality affordable housing.

Accessible housing options should be integrated with other housing - not segregated.

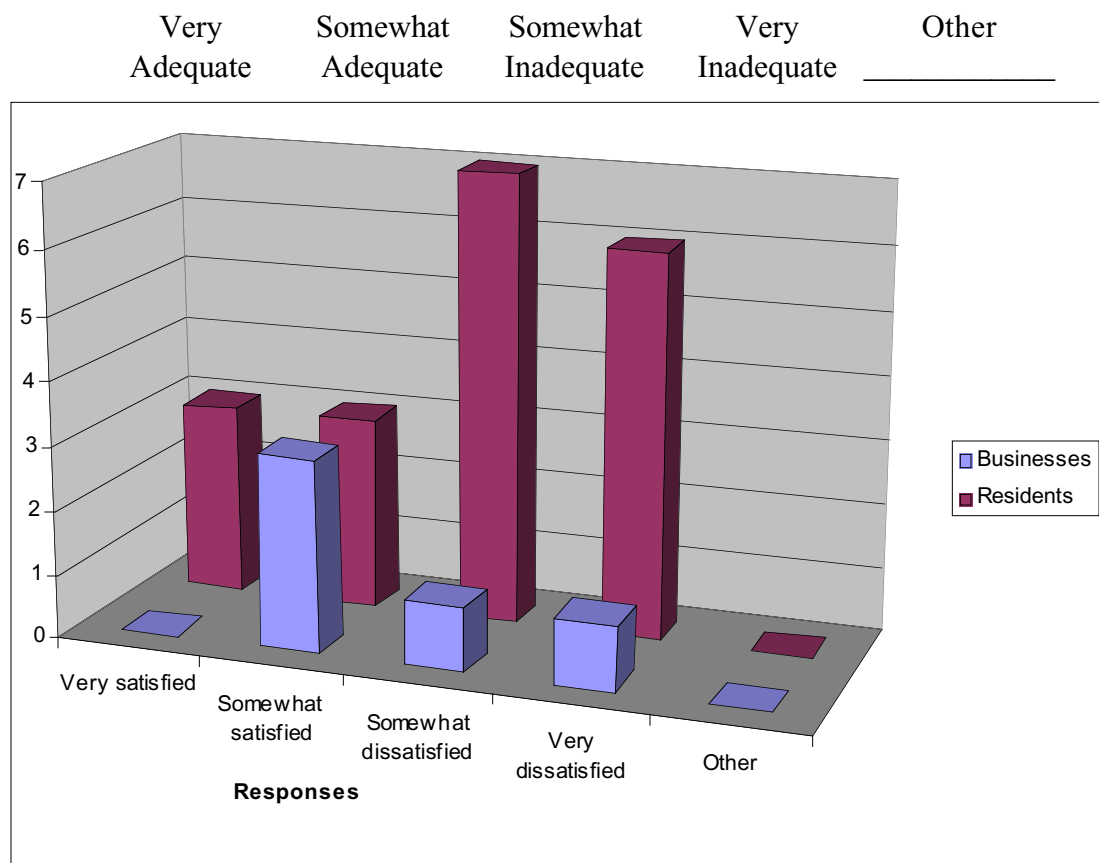
No cookie-cutter developments. Work with what makes So. Salt Lake unique.

No apartments – we have too many now.

New development should allow for more permanent housing for families rather than temporary housing. Most existing homes are not attractive for families with 2 or more children.

More senior apartments.

Are the current affordable housing options adequate to meet the needs of the community?



Where are affordable housing areas currently located?

Scattered – which is good; mix housing types together w/o segregation.

If condominiums or apartments were put in, rail would be used more frequently.

West of Main St.

Most areas are commercial or lend themselves to multi-family housing.

Nowhere in Salt Lake.

Everything is expensive.

West side of SSL.

West side, but very poor quality.

Between State and 500 East.

Not much that low income people can really afford.

Most are east of State – most west of State are run-down rental units.

Could existing affordable housing be strategically located to take better advantage of light rail or other mass transit systems?

Better to mix people together.

Need a mix of private and public in order to keep the area thriving.

Yes: The area near the tracks is a slum.

No: Light rail doesn't service housing or business. Parking takes people away from So. SL not in.

Probably

No: Do not mix affordable housing and industrial uses. It will become a center that will encourage crime.

Mass transit should be more effective with the existing housing – need covered bus stops and benches.

Yes: And it should be done soon.

Yes: Working people would appreciate this.

Yes: Include housing for people with disabilities.

Yes: If there were incentives for landlords to upgrade existing units. Many landlords are waiting for business to buy out their units and are not upgrading something to be torn down.

Should land uses be allowed to change through public or private development in the areas near light rail stations (why or why not)?

Yes: People that use TRAX should have easy access to parks, businesses, and services.

Yes: If not opposed by existing land owners, and doesn't devalue or have negative impact on surrounding properties.

Not if property could be taken from existing owner.

Yes: More businesses should be allowed near the stations.

Need more parking.

Yes: Some thought must be taken focusing on loading zones.

Yes: If it doesn't bother any housing areas.

Yes: As long as it is market driven.

Yes: If there is a demand; it will promote small business too.

Natural conditions will come about that can be modestly guided.

Yes: The more businesses the better.

Not changed, but enhanced. Main and W. Temple could not handle any more traffic, but services and destination pts. could go on 3900 South.

If given fair market value and not just taken over by city through condemnation.

Yes: To make area more attractive to users.

Private development is preferable (more efficient decisions, not politically influenced).

Yes: I favor mixed use. I live on 182 West Haven Ave. above my shop office. I like the area – I think others could like the same thing if homes were more numerous for friends and children.

Should land uses be allowed to change to take better advantage of the anticipated pedestrian activity surrounding light rail stations (why or why not)?

Yes: To provide better access and safety; to allow pick-up/drop-off, parking.

Must think through safety of users. Stations should draw people into our town and invite them to stay.

Yes: if you don't, the use of the system will decline.

No: I don't want people, noise, trash, and nosing around.

Yes: This will give more tax base to the city (food, impulse items, etc.).

Yes: Walk-in and service businesses would be good in this area.

Yes: At present, pedestrian traffic is at risk.

Yes: If it is green space.

Yes: Pedestrians need to be protected.

Yes: If it is market driven.

Yes: It will promote small business and allow people of the community an opportunity to interact, carpool, etc.

Yes: Provide nearby assistance for pedestrians without cars.

Yes: If apartments and condo's were near stations, more people would use them.

Yes: But many improvements need to be made to make it safe for pedestrians.

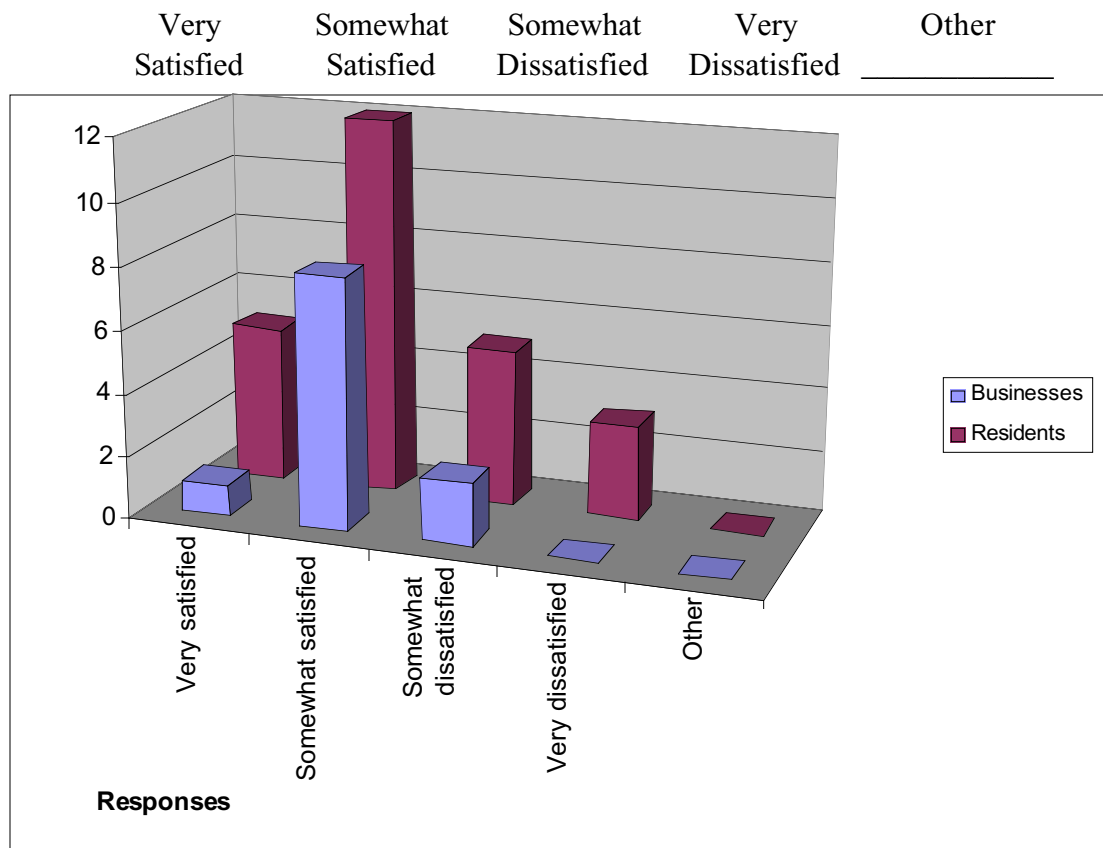
Yes: Concessions should be made to pedestrians.

Yes: But no shopping center. Housing facilities to accommodate people that use light rail.

Yes: There is no reason that taller buildings with shops on main level and living spaces above couldn't be more numerous.

Yes: Protect pedestrians from the weather as much as possible.

Are you satisfied with the current public parks and recreation amenities in South Salt Lake City?



What types of new or expanded public open space or parks and recreation amenities would you like to see in South Salt Lake City?

More neighborhood multi-use areas. Lots of green areas. Encourage this among citizens. It drives crime away.

More walking/biking paths linking park areas to promote green-space utilization and public appeal.

Better lighting (e.g. Harmony Park).

Parks and trees.

No recreation amenities.

More activities for children like Murray, Bountiful.

None: There are plenty down south, plus a safer neighborhood feeling.

Sports parks (softball, football, soccer).

Any – it can enhance local residence.

Neighborhood parks, community garden, dog walk parks, playgrounds for children.

More open spaces and parks.

Let the trends in commercial development be the controlling factor.

Need more parks west of State St.

Spas, hot-tubs, Gym for elderly.

Parks that are quiet – enforced noise ordinance.

Upgrade present parks.

Expanded open spaces and bike paths.

Create walkway and greenbelt along Millcreek; it would be an asset to workers and residents.

Jogging and walking paths.

Retention of horse trails along Jordan River Parkway.

More small parks to serve more than Duck Park area.

Larger parks.

Underground parking.

Environmental Quality Preferences:

Do you feel safe from automobile congestion and future light rail train traffic in areas surrounding the light rail stations at 2100 South, 3300 South, and 3900 South (why or why not)?

2100 S. and 3300 S. could be problems.

No: Cross streets are very heavily traveled. Trains and street vehicles will tangle. Much thought needs to be made using public input.

No: There needs to be a separation of the two running through the same area (bridges, etc.).

No: More people, congestion, trash, noise.

It's looking better.

No: Entirely too much traffic.

Yes: Light-rail arms seem adequate.

No: Extensive traffic control is needed – foot traffic is extremely dangerous.

No: Gov't has forgotten people without cars.

Yes: The size of the parking lot will limit congestion.

Yes: Not yet congested.

No: Traffic on 2100 and 3300 is very congested and adequate sidewalks do not exist to go to the corners of 300 West or W. Temple where the lights are. People using wheelchairs or who have difficulty with their mobility would be unable to travel by TRAX and then access the neighborhood safely.

Congestion is definitely a concern. W. Temple is already at capacity and will see an increase.

No: Light rail will not reduce traffic.

No: There is already heavy transient activity in those areas.

What improvements might improve the safety of these areas?

Signs, lights, temporary crossing guards while public gets used to new mix of traffic.

Control speed limits and improve sidewalks between 3300 and 3900 on W. Temple.

Lower speed limits on 2100 So.

Synchronize lights.

More business activity.

Wider roads, better access.

Light timing; restrict left turns.

Pedestrian walkways; pedestrian activated crossing lights.

Make trains highly visible and use barriers to keep people off tracks.

Wait until I-15 is done to decide what to do.

Good lighting.

Use flashing lights to warn people in case arms don't work.

More left-turn arrow lights.

Slow traffic; make sure visibility is good.

Find ways to reduce congestion.

Post train schedule for users.

Better maintained walks.

Phone booths.

More notice at crossing when train is coming.

Open Millcreek up like Jordan with a walkway, etc.

Put parking on side roads – not arteries.

Clean up surrounding property.

Make some streets one-way.

Do you feel secure from criminal activity or other harm in the areas surrounding the light rail stations at 2100 South, 3300 South, and 3900 South (why or why not)?

Businesses in the area are run-down.

No: The criminal element has migrated from Salt Lake to South Salt Lake – it's more congenial to them.

No: The area is crime-filled.

No: Because of transients and illegal activities in low-income and Harmony Park areas.

No: Criminals riding the rails, burglarizing houses and who knows what.

No: Nowhere in the whole city.

No: Areas are surrounded by run-down neighborhoods and industrial areas with low pedestrian traffic.

No: Depending on time of day.

No: It's too dark.

Not when other people aren't around.

Not after businesses are closed.

No: It looks like a free-for-all for burglars to break into cars unless there is some security presence.

What improvements might improve the security in these areas?

Make sure the streets are adequately lighted.

Strictly enforce criminal codes. Be the most aggressive city against crime. Patrol with Police and dogs. Lots of new lights. Protect the alleys where people can hide.

Police sub-station near rail station at 3900 So.

Police presence (including off-peak times).

Lights, security patrols, emergency call boxes.

Use community involvement to keep these areas safe.

More attention to non-violent crime.

Enforce security from start – it's hard to stop once it's started.

Keep "improvements" away from residential, open space, and daytime business (closed at night).

Cameras and security officers.

Put energy into dealing with the causes not the symptoms.

Neighborhood watch.

Public phones.

Do you feel that sidewalks, parking lots, building design, and landscaping in the areas surrounding the light rail stations at 2100 South, 3300 South, and 3900 South are comfortable for pedestrians using the light rail (why or why not)?

No: At 2100 South the sidewalks are broken up. Please encourage more extensive landscaping with small shrubs and many flowers – maybe give prizes.

Looks okay.

They are good near stations, but within a few blocks they are not.

Only for those who park and take the train out of town, not for those coming in and walking somewhere in town.

Yes: They seem to be well lighted and without places to hide.

Are there restrooms, drinking fountains?

Absolutely NOT! There are no accessible sidewalks on Main St., W. Temple or 300 W. The sidewalks are hit and miss, and many don't have curb cuts.

Many sidewalks are narrow and too close to the street (on 3300 and 3900).

There is very little landscaping – mostly parking or businesses built close to street.

Too comfortable.

Some of the buildings need to be better covered to ward off wind, rain, and snow that is blown in.

What improvements in sidewalks, parking lots, building design, and landscaping would improve the pedestrian environment in these areas?

Fix the sidewalks – add small shrubs and flowers everywhere. Make So. SL a garden spot – crime avoids beautiful areas.

More cooperation from the board to encourage small businesses instead of discouraging them.

Better lighting.

Bridge over 2100 at park and ride.

Sidewalks are not complete and not in good shape along W. Temple between 3300 and 3900 and on 3300.

Clean it up. Businesses should participate.

More of it.

Maintain areas from snow and ice build-up, provide trash pick up.

Build office buildings and other building types which attract pedestrian traffic.

Plant large (50'+) trees so they shade the station and parking lot in the summer. Use native draught resistant plants – no grass.

Better yard zoning enforcement; more curb and gutter; better road surface.

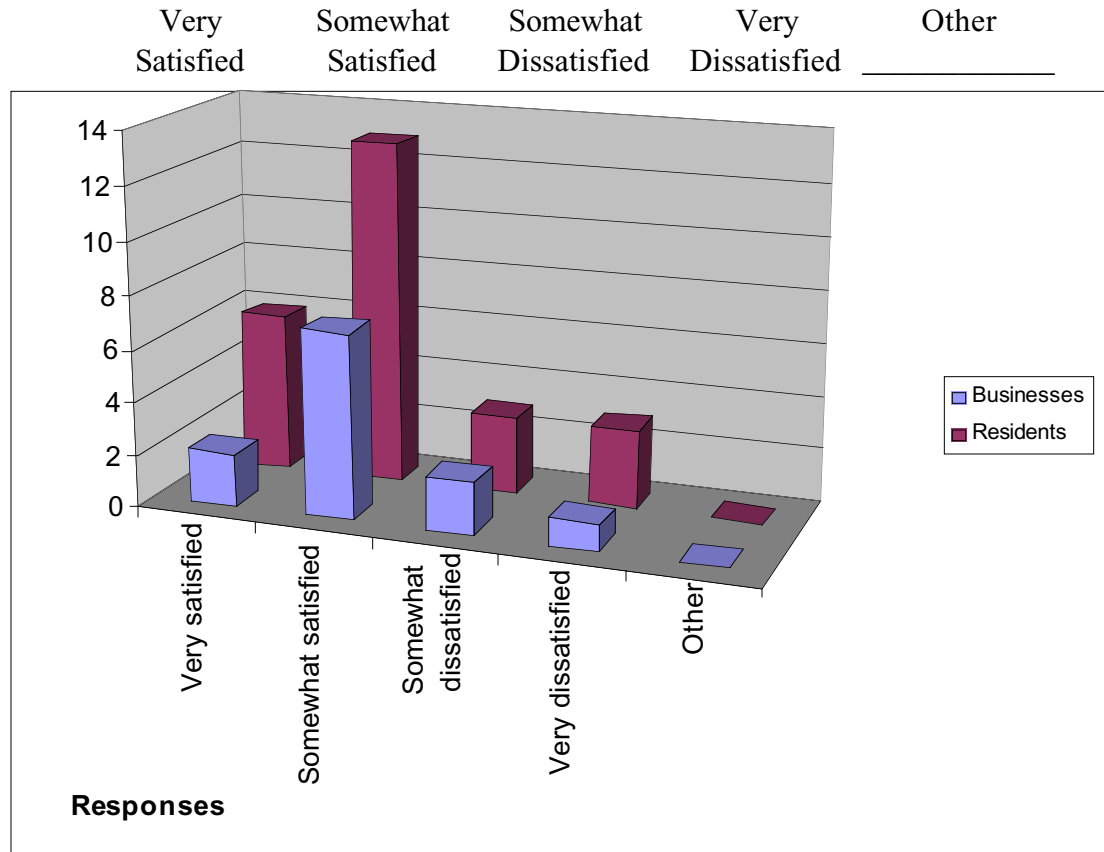
Benches to sit on.

Make sure area sidewalks are accessible and continuous.

Try to attract better, more responsible residents by cleaning up blighted areas.

Economic Preferences:

Are you satisfied with the present level of public services (police, emergency services, government services, city administration, etc.) provided to your community?



What public service improvements would you recommend?

Let the services serve – be the most caring city in Utah!

Foot and bike police. We appreciate the personal contacts made by police at our business.

Better cooperation between city gov't and small businesses.

Go back to county services.

Clean up city and provide better lighting, police presence, etc.

More police officers, firefighters.

City gov't is top-heavy and should be reduced in size to provide for better streets and public service improvements.

Free public transportation vans for elderly; meals on wheels expanded.

Better planning and use of present staff.

City administration, mayor, police, etc., very rude – not helpful.

Expanded and improved mainline accessible (lift-equipped) UTA bus routes.

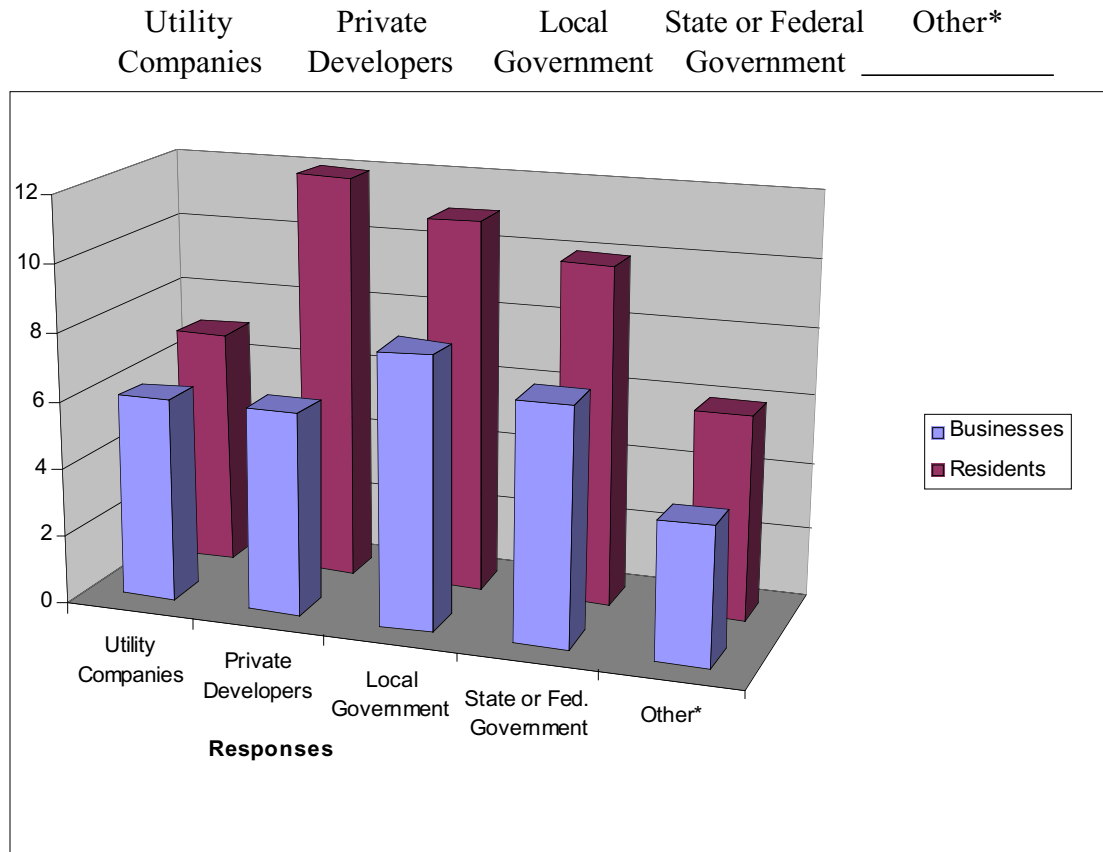
Concerned about administration; esp. with regards to development, redevelopment, and zoning.

Free garbage collection (as promised).

Lower taxes.

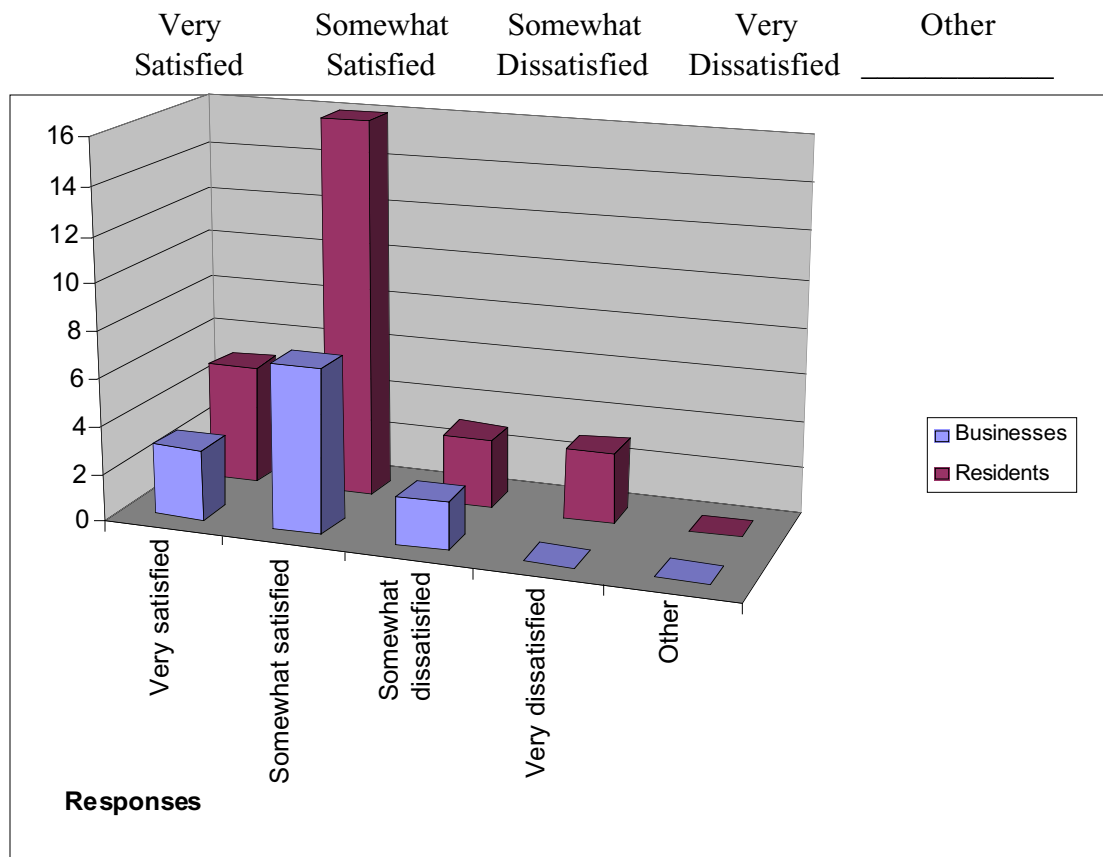
More traffic control (incl. speeding tickets).

Who should pay for public service improvements (circle all that apply)?



* Taxpayers, pro-light rail people, all should share, users, existing gov't funds, no property tax increase.

Are you satisfied with the present utilities and infrastructure (roads, water/sewer, public transportation, gas, electricity, etc.) provided to your community?



What utility and infrastructure improvements would you recommend?

Let's maintain what we've got and thoughtfully add new improvements. Shine above all of Utah.

Improvements against power outages.

Better lights and traffic controls.

Drainage and storm sewer review.

Water lines at main street are too old and should be replaced (by qualified contractors who are given a set time to get the job done).

More Mail Service mailboxes – don't feel safe leaving it in private box.

Roads are terrible in 3300 S. West Temple, Richards, and State neighborhoods.

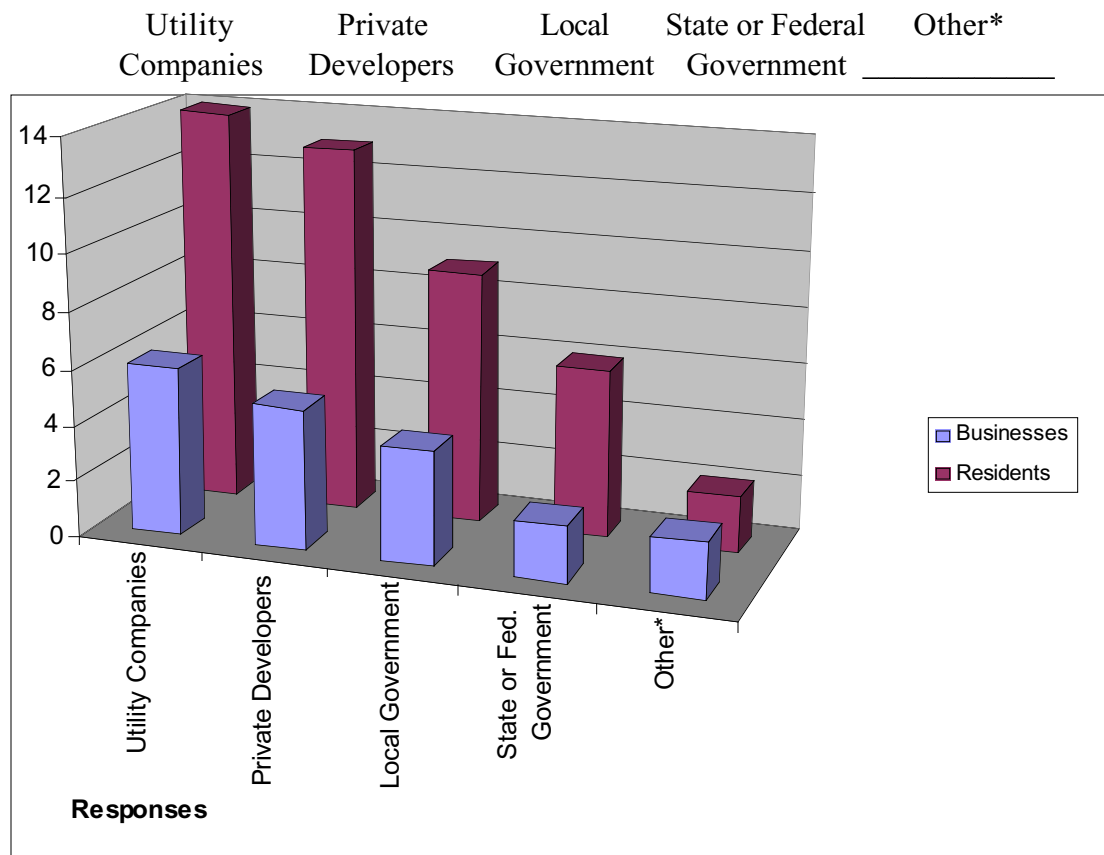
Update drainage system.

Upgrade phone service to 21st century needs.

Improve sidewalks south of 3300 South on Main, W. Temple, and 300 W.

Water quality (particularly mid-summer to early fall when water seems to turn a yellowish color).

Who should pay for utility and infrastructure improvements (circle all that apply)?



* Taxpayers, users, no property tax increase.

Other Considerations:

In the space provided, please write any additional comments regarding land use, environmental quality, economic issues, or other planning requirements that should be considered as part of this planning study.

Area could use a med./large mall/shopping center.

Too many run-down, archaic buildings. SSLC should demand more from business owners as far as maintaining their buildings and property.

So. SL need to encourage small business.

We could really use some big business, too (especially around 2100 So and State (to tracks).

Protect the elderly from all business persons.

Encourage citizens to plant grass, shrubs, and flowers (give prizes, maybe from local businesses, they'll do it).

The trains will make it easier for criminals to travel to highly localized areas. We need to stop them before they get started.

Encourage family oriented businesses to locate here – the undesirable element will leave if there aren't more sex shops and bars.

Lots of good people will be on the trains. Lets make them want to get off the train in SSL and shop and get jobs here.
Put signs up welcoming hard working public to So. SL.

Better notification of clean-up times.
Street cleaning more often.
More police patrol around park and ride areas.
Private security guards at affordable housing complexes (owner should bear cost).

Everything is too spread out, and everyone uses their cars. Encouraging development only makes the developers richer. I want space, privacy. You want to develop every sq. inch. I don't want to live here anymore.

South Salt Lake should enforce property maintenance standards. Many junky looking places.

City should cooperate better with small businesses instead of increasing restrictions.

Improvements should be done with existing funds.

This area should be more business friendly and zoning should allow better use and high quality. We need more businesses.

The sidewalks along 3300 So. between 300 West and Main St. are continually covered with snow by snow plows (originally the outside lane of this street was supposed to be a parking/snow collection lane) which makes it very difficult for pedestrians to safely use them. The state should be partly responsible to keep these walks cleared.

Need better and more frequent bus service to help So. SL businesses and residents.

Look to St. Louis for example of convenient and comfortable mass transit stations. People must feel safe if they are going to use the stations. Include grassy areas with benches, trees, flowers, and low energy lighting. Maybe include cart vendors. Keep stations from becoming transient or juvenile gang hang-out.

Require new buildings to plant large trees to mask concrete/sprawl. Use native draught resist. plants.

Fix dilapidated sidewalks, especially in business areas (i.e., at Manny's on 2100 So.). Make bus stops more comfortable for users (covers from rain, snow, wind shields, and benches for elderly).

Start recycling program like Salt Lake, Draper. Put large recycle bins at train stations.

City should require high retaining wall from businesses like Stringham Lumber Co.

City should convey more pride – clean up, remove weeds, etc. – ownership responsibility.

More continuity in planning structures, environment.

Next time you do a survey, mail it more than a week in advance and include return envelope.

Try to improve morale of city officials and police officers – negatively affecting citizens.

Need better weed control – many areas are unsightly and trashy. There needs to be a penalty. Perhaps city could offer weed control at discounted (subsidized prices) – Wyoming does this.

All sidewalks should comply with the ADA.

Developments should incorporate low maintenance, low water landscaping. Lights should be shielded and low energy. Parking lots should not create hot spots. Building materials should be brick, stone, stucco, not multi-story. On deed lots such as on 33rd, use of interior should be encouraged, similar to new Sugarhouse Commons.

Very high density housing or businesses would be hard to absorb and should be limited. Do not intrude on established communities, but relegated to less developed areas along major thoroughfares.

All improvements should not necessitate raising taxes – we already pay enough.

Many residents are moving away to find cleaner spaces, less crime, more children to be friends with their children, better teachers in newer schools, etc. Kids call their schools "Ghetto Schools" – they need a change of attitude.

Tax rates are too high – the city needs better planning, not more money. Maybe we could use community councils with volunteers invited because of their qualifications.

Timing of lights and train arrivals will be crucial as traffic tends to build up quickly – reduce stress on drivers.

Thank you for your participation in this survey. Your input is important to us as we identify opportunities and challenges of working with the new light rail system. Every attempt will be made to address your concerns and considerations in the planning process. Additional opportunities will be provided in the future for public comment, during the Public Hearings which will be scheduled in the near future, and will likely take place in November and December this year.

If you have questions or comments regarding TRAX or other UTA services, please contact UTA General Information directly at 287-4636 or UTA TRAX Bus-Rail Services at 287-7245, or visit the UTA web site at <http://www.utabus.com/>.